

Muinebheag/Royal Oak Local Area Plan 2010 – 2016



NOTE: It is the Council's policy that approvals to residential developments of more than 2 units shall not commence before 1st May, 2011.

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INTRODUCTION

Carlow County Council may prepare a Local Area Plan in respect of any area which requires economic, physical and social renewal. The Planning and Development Acts 2000 - 2006 require that a Local Area Plan shall be consistent with the objectives of the County Development Plan and shall consist of a written statement and a plan or plans indicating the objectives in such detail as may be determined by the planning authority for the proper planning and sustainable development of the area to which it applies, including detail on community facilities and amenities and on standards for the design of developments and structures.

This Local Area Plan outlines the actions that will most effectively facilitate achievement of the social, economic, cultural and environmental objectives arising from public consultation and the expressed views of the Elected Members of Carlow County Council and Muinebheag Town Council. The Local Area Plan will promote the proper planning and sustainable development of Muinebheag for the six-year period up to 2016 and will have regard to any Regional Planning Guidelines made for the South East Region.

The Development Strategy takes cognisance of the *Regional Planning Guidelines Review – Gateway and Hub Population Targets – October 2009* issued by The Department of the Environment, Heritage & Local Government (Appendix 1). Members of the Planning Authority recommend that the South Eastern Regional Planning Authority give discretion to Carlow County Council with respect to the population targets element of any proposed Regional Planning Guidelines. This Local Area Plan reflects the need for economic growth and the use of zoned and serviced lands to cater for population growth and a competitive availability of suitable lands for economic development.

SECTION ONE – BACKGROUND

Muinebheag, is a comparatively new town, having been laid out largely in the 18th century in a planned grid system by Walter Bagenal – a heritage of some fine streetscapes, interesting and attractive buildings remain. The River Barrow traverses the western boundary of the town and has prevented expansion of the town in that direction.

Muinebheag has developed over the last six-year period to meet the objectives of the previous County Development Plan – Town Renewal Schemes are in progress, a number of new housing developments have been commissioned and the new industrial estate has attracted full occupancy. The town’s location with relation to the nearly completed M9 Dublin – Waterford motorway and its interchanges will stimulate further development during the plan period. Muinebheag is ideally located to play a key role in the strategic development of the South East Region, further fulfill countywide aims and strategies outlined in the National Spatial Strategy.

The study area for the purpose of this plan is outlined on Figure 1 and includes the general environs of Muinebheag along with Royal Oak village. While Carlow County Council carries out the function of Planning Authority for the area, Muinebheag Town Council plays a major role in the promotion of the economic, social and cultural development of the town.

Muinebheag Town Council plays a key role in coordinating local development effort, identifying issues to progress the Town and liaising with relevant agencies to move Muinebheag forward – Chairman, Cllr Denis Foley, Members – Cllr Tommy Bambrick, Cllr Thomas Dermody, Cllr Ken Hickey, Cllr Paddy Kiely, Cllr Joe Manning, Cllr Arthur McDonald, Cllr David O’Brien and Cllr Liam O’Brien.

SECTION TWO – PUBLIC CONSULTATION/ISSUES

Carlow County Council carried out a public consultation process in accordance with the terms of the Planning Acts. The following is a summary of the matters arising from this process;

- Former Fair Oak Food lands - part of the lands should be rezoned from 'Industrial' to 'Mixed Use'. Matrix for 'Mixed Use' should incorporate Residential and Retail uses.
- Zone lands at Kilree, Bagenalstown for low density housing
- Need to alter proposed line of Muinebheag Relief Road at Regional Road to Borris.

The Local Area Plan will consider the above issues in conjunction with strategies for economic development, settlement, service provision and community/amenity development. The Local Area Plan will indicate a development strategy, appropriate policy and specific objectives, which will progress resolution of the above issues and the achievement of development targets. The process will be informed by the policy guidelines adopted in the National Spatial Strategy and the proposed Regional Planning Guidelines.

The issues outlined will be considered in this plan in conjunction with; present status, proposed policy and specific objectives which will relate to the Local Area Plan period.

SECTION THREE – STRATEGIC FRAMEWORK

Strategic Framework

Muinebheag Town Environs has a range of strategic roles. At a local level the town and its environs have the potential to meet the development needs of the area, providing for residential, commercial, recreational and industrial needs. At a county level the development of key uses within the environs area will reinforce the development of Muinebheag as a significant settlement in the South East, provide for identified development pressures such as housing demand and promote the town as a development node. At a regional level the development and expansion of the town will promote the overall development of the South East Region.

Muinebheag/Royal Oak is an important urban settlement in County Carlow with a current population of approximately 3,300. There are a number of established industries and business in the area. The town is well served by primary and secondary schools and avails of third level educational facilities at nearby Carlow town. Located on the River Barrow the town is central to a thriving agricultural hinterland. Muinebheag has not yet benefited significantly from the overall expansion of economic activity at Carlow, Kilkenny or indeed the South East region. This has been noted by the submissions of the South East Regional Authority to the National Development Plan.

The town is well located in relation to the road and rail infrastructure in the region. Local infrastructure, townscape and River Barrow amenity have improved the attractiveness of the town as an industrial growth centre and as a residential settlement. Recent promotion of industrial development and active town centre renewal have dramatically enhanced the growth prospects for the Local Area Plan period. Imminent large-scale housing development presents a stern challenge to provide adequate community, amenity and recreational facilities.

This plan will endeavour to provide a framework, which will facilitate ongoing development of residential, commercial, industrial and recreational facilities. Muinebheag will fulfil its role as a key settlement within County Carlow and the South East Region as a whole.

SECTION FOUR – DEVELOPMENT STRATEGY

4.0 Development Strategy

The Proposed Local Area Plan will provide for the proper planning and sustainable development of the Muinebheag/Royal Oak Environs for the period 2010 – 2016 while also promoting the aims of national policy and objectives.

The plan sets out lands that will be suitable for possible development during the plan period. The approach is based on the need to identify the entire development area and zone lands for development in those areas while;

- 1 zoning lands for development purposes that will provide for a range and mix of uses and set out urban design and development control objectives for their development,
- 2 incorporate the Royal Oak Village as part of the functional area of Muinebheag and its environs.
- 3 identify infrastructure works of local and regional benefit.

This approach is the most effective mechanism to allow for the development of Muinebheag and its environs in a controlled manner that will maximize the potential of town centre and environs development..

The Development Strategy takes cognisance of the *Regional Planning Guidelines Review – Gateway and Hub Population Targets – October 2009* issued by The Department of the Environment, Heritage & Local Government (Appendix 1). Members of the Planning Authority recommend that the South Eastern Regional Planning Authority give discretion to Carlow County Council with respect tot the population targets element of any proposed Regional Planning Guidelines. This Local Area Plan reflects the need for economic growth and the use of zoned and serviced lands to cater for population growth and a competitive availability of suitable lands for economic development.

The Local Area Plan incorporates the tenets of the Town Centre Renewal Study completed by LOCI Ltd and adopted by Carlow County Council (Appendix 4)

4.1 Identifying Development Lands

The recommended development lands have been identified having regard to the need to promote a compact urban form with easy access by foot to public services, transport, community and recreational facilities.

The Local Area Plan development strategy is illustrated in the attached plan. The plan illustrates the proposed zones for a range of land uses that should be developed in line with guidance contained in this document and consistent with the standards of the County Development Plan.

The proposed plan will be known officially as the Muinebheag Local Area Plan 2010. It is intended that the majority of this Plan’s objectives are, where feasible, to be implemented within 6 years from the date of it’s adoption by the Council.

SECTION FIVE – POPULATION/EMPLOYMENT PROFILE

5.1 Population

The published data from the 2006 Census and inclusion of other persons in the immediate town area are used to confirm the population total for the Local Plan area. The population for Muinebheag Area is approx 3,300 persons. This figure represents an increase of almost 4% in the population since 2004.

5.2 Employment Profile

Muinebheag did benefit from the general increase in national employment levels with increasing job opportunities in nearby Carlow. The industrial growth of Muinebheag during the Plan period is one of the highest in Ireland with over 300 industrial jobs created with Autolaunch Car Factors, a major addition to County Carlow Industrial Association.

The particular drop in the numbers employed in the construction industry will impact on the trades and skilled labour sectors.

SECTION SIX – RESIDUAL LANDS ANALYSIS & FUTURE LAND REQUIREMENT

The identification of zoned and undeveloped lands within the local area plan have been carried out, from this, lands can be classified into distinct categories.

• Residential Lands

There is planning approval for up to 120 units at low density residential lands and for a further 200 units at normal residential zoning. There are 30 no. unsold dwellings approximately.

• Industrial lands

There are 57 hectares approx. zoned for industrial development. Development has taken place on 50% of these lands most notably on those land adjacent to the Royal Oak road. These lands cater for international and local industrial firms with a number of large scale manufacturing units.

• Commercial/Town Centre Lands

There are 50 hectares approx. of commercial/town centre activity. The cohesiveness of this activity has been strengthened by local enterprise, town renewal development and considerable community based amenity work. The area adjacent to the railway station has not benefited from this activity.

6.1 Issues

Lands within the environs area have the potential to be developed and served by the existing services and proposed extensions to infrastructure. These lands can be developed for a range of uses including residential, commercial, industrial and amenity lands. The following specific issues arose during public consultation:

- Former Fair Oak Food lands - part of the lands should be rezoned from 'Industrial' to 'Mixed Use'. Matrix for 'Mixed Use' should incorporate Residential and Retail uses.
- Zone lands at Kilree, Bagenalstown for low density housing
- Need to alter proposed line of Muinebheag Relief Road at Regional Road to Borris.
- In compliance with the proposed Regional Planning Guidelines there will be no approvals to further residential development during the Plan period.
- Zone lands for low density residential at Green Road, Dunleckney

6.2.1 Policy response

It is the policy of the Council to identify development lands within the Muinebheag town environs area to meet potential development requirements relating to the above issues. It is the Council's policy to ensure that adequate amenity and recreational facilities are provided in conjunction with the increased settlement population. It is further acknowledged that the increased use of the railway station and its environs would meet the sustainable development practices in relation to transportation policies for the South East region. It is considered that there are adequate zoned lands with related permissions for residential developments. Accordingly the plan will reduce the quantity of lands zoned for this purpose. The provisions of low density residential developments at the perimeter of existing development will best respond to the nature of future varying housing need.

6.3 Specific Objectives

It is the policy of the Council to;

- Zone adequate serviced lands for residential development to ensure a competitive market for suitable houses.
- Promote and develop existing industrial land base, which ever is adequate in area for the plan period.
- Provide lands for mixed-use development to allow for more flexible commercial development and catalyse growth in the general vicinity of the railway station.
- Designate lands for amenity and recreational purposes, such lands are now critical to the amenity of new housing development on the west side of town.
- Zone lands for varying purposes at Royal Oak to integrate Royal Oak to the Muinebheag environs area.
- Provide lands for Mixed Use Development and for Enterprise and Development.

SECTION SEVEN – URBAN FORM, STRUCTURE & RESIDENTIAL DEVELOPMENT

Muinebheag is a comparatively new town having been laid out largely in the 18th Century in a planned grid system designed by Walter Bagenal. The urban form which has developed can facilitate greatly increased town centre activity capable of supporting the needs of larger population. The physical confinements of the River Barrow and the railway line has seen development confined to these boundaries. Development in recent years has progressed towards the Royal Oak Village with appropriate segregation of industrial and residential activity. There has been welcome town centre residential development through the benefits of the town renewal scheme. Sporadic development has taking place in recent years on the Fenagh and Borris roads exiting Muinebheag. The Royal Oak Village has experienced development pressures and requires consideration in conjunction with the overall plan for Muinebheag and its environs with relation to its potential for controlled development.

7.1 Issues

1. The recently issued document – Sustainable Residential Development’s in Urban Area – guidelines for Planning Authorities, 2009 – state that “the overall order and sequencing of development of small towns and villages must avoid significant so called “leap-frogging” where development of new residential areas takes place at some remove from the existing contiguous town/village and leading discontinuities in terms of footpaths lighting or other services which militates against proper planning and development”. This document also states that “new plans for the types of smaller towns and villages mentioned above should encourage interventions designed to open up development opportunities such as town or village centre renewal, redevelopment of derelict sites or the development of mixed use proposals in order to stimulate new economic development.”
2. The development of higher densities may not be appropriate in all areas. Areas have been identified as appropriate locations for the provision of higher density developments these include:
 - a) Infill sites and other undeveloped (zoned and serviceable lands)
 - b) Transport Routes/Access Nodes.
3. The development of high densities will not be appropriate in all areas. Areas have been identified for lower density development at the perimeter of existing development areas – in accordance with Sustainable Residential Development’s in Urban Areas – guidelines for Planning Authorities, 2009 and Best Practice Urban Design Manual, 2009.
4. National Spatial Strategy/Regional Planning guidelines.
5. Need for development lands for mixed uses and industrial purposes.
6. Requirement of amenity and recreational facilities.

7.2 Policy Response

It is the policy of the Council to:

- 1 Encourage the development of limited mixed-use areas so as to provide opportunities for employment generating activities in proximity to residential areas that do not interfere with residential amenity.
- 2 Require high standards of design and layout from all developments so as to ensure the creation and development of an attractive residential and employment environment. High standards of landscaping and amenity areas will also be required in order to promote the development of a sustainable environment capable of serving local needs.
- 3 Designate lands for amenity purposes
- 4 Identify areas suitable for industrial and mixed use development.
5. It is the policy of the Council, as required under Section 95 of the Planning and Development Act 2000, as amended, that 20 per cent of land zoned for residential use, or for a mixture of residential and other uses, shall be reserved for the provision of housing for the purposes of either or both:
 - (i) Housing for persons referred to in Section 9(2) of the Housing Act, 1988
 - (ii) Affordable housing (as defined at Section 93 of the Planning Act, 2000, as amended)

Where developments solely provide for the accommodation of special needs groups, the elderly or students there may be no requirement for the provision of land for social and affordable housing.

Conditions attached to planning permissions for residential development to which the 20% social and affordable housing quota applies, will require applicants to enter into an agreement with the relevant planning authority. Such agreements will provide options for site transfers as set out in the legislation.

In determining the number of social and affordable units to be provided and a description of the proposed units, the Council will have full regard to:

- (a) The policies contained in the County Development Plan, any Local Action Plans, Regional Planning Guidelines and Sustainable Residential Developments in Urban Area's, 2009.
- (b) The need to ensure the overall coherence of the development,
- (c) The views of the developer with regard to the impact of the agreement of the proposed development,
- (d) The need for social integration.

The accommodation needs of the travelling community have been specifically dealt with through the preparation and implementation of the Travelling Accommodation Programme. The Council will continue to implement and monitor the operation of this programme and will meet their obligations regarding the provision of adequate and suitable accommodation for the Travelling community through consultation with Travellers and the general public.

6. It is the Council's policy to promote the protection of trees of amenity value in the area where these contribute to the character and amenity of the area and are likely to be removed as part of any development.
7. Integrate Royal Oak village within the general environs plan area of Muinebheag.
8. It is the Council's policy that approvals to residential developments of more than 2 units shall not commence before 1st May, 2011.

7.3 Specific Objectives

It is the objective of the Council to:

1. Require the development of zoned lands for the uses identified in the attached land use zoning map and as per the uses Permitted in Principle and Open for Consideration.
2. New development shall incorporate the existing natural features and particularly those natural features such as mature stands of trees, hedgerows, established walls and boundary treatments. The preservation of these features, many of which represent long established boundaries in the plan area will be sought by the Planning Authority. These represent features of importance in encouraging the sustainable development of emerging urban areas set out above. Where necessary the retention and replacement of these features will be required as a condition of planning permission in order to ensure the retention and improvement of the areas character. Landscape considerations will take into account the impact on any elements of demesne or designed landscape.
3. Within new housing estates, pedestrian and vehicular movements should be convenient, safe and pleasant. In addition, estates should be so designed to ensure that the opportunities for crime and vandalism are reduced to the greatest possible extent.
4. In recognition of the role that roads have in children's play, all efforts should be made to eliminate through-traffic from new housing schemes and long straight roads should be avoided. Where such long straight roads are unavoidable, traffic-calming methods should be provided. Housing layouts consisting of short cul-de-sacs with good provision for pedestrian safety and preferred.
5. Shared surfaces in residential areas (i.e. the provision of areas shared by vehicles and pedestrians where footpaths are not provided) will only be acceptable where vehicle speeds are at or near walking pace due to design features such as curves, ramps, pinch points or other design features.
6. In residential developments parking provision shall be provided off the carriageway, principally within the house curtilage for residents and in grouped parking areas for visitors. In cul-de-sacs, the turning circle shall be adequate to provide for visitor parking and also to permit public service vehicles to turn.
7. The standard applicable to public open space in residential developments is as follows:
 - In green-field sites or those sites for which a local area plan is appropriate, public open space should be provided at a minimum rate of 15% of the total site area. This allocation should be in the form of useful open spaces within residential developments and, where appropriate, larger neighbourhood parks to serve the wider community;

- In other cases, such as large infill sites or brown field sites public open space should generally be provided at a minimum rate of 10% of the total site area; and
 - In institutional lands and ‘windfall’ sites which are often characterised by a large private or institutional building set in substantial open lands and which in some cases may be accessible as an amenity to the wider community, any proposals for higher density residential development must take into account the objective of retaining the “open character” of these lands, while at the same time ensuring that an efficient use is made of the land. In these cases, a minimum requirement of 20% of site area should be specified; however, this should be assessed in the context of the quality and provision of existing or proposed open space in the wider area. Whilst the quantum of open space may be increased vis-à-vis other sites, the amount of residential yield should be no less than would be achieved on any comparable residential site. Increasing densities in selected parts of the site subject to the safeguards expressed elsewhere may be necessary to achieve this.
8. Generally, new developments may not be carried out in front of an existing building line or sited where it would conflict with a building line as established or determined by the planning authority.
 9. Proposals for mixed-use developments on large sites of 10 hectares or more within the plan area should provide a master plan detailing the development proposed, urban design concept layout, design details such as landscaping and boundary treatments to ensure that the character of any development is consistent with the established built environment, is of high quality and can be incorporated into the surrounding topography and environment. Where such developments provide for residential development the application of design approach utilised in the Best Practice Urban Design Manual, 2009, Design Standards for new apartments, 2007 and Sustainable Residential Developments in Urban Area’s, 2009, should be considered by all applicants in developing high quality developments. Development on these sites must:
 - Make a positive contribution to its locality and take best advantage of its location by the use of site topography, i.e. levels, views, landscape and design orientation, i.e. sunlight and daylight, to optimise sustainability.
 - Have a sense of identity and place and legible spatial hierarchy associated with the places within and the routes through the scheme.
 - Have a public area design which is guided by the best principles of passive surveillance to encourage a safe sense of place and discourage anti-social behaviour.
 - Be characterised by an easily legible design approach to the grading from public to private areas.
 - 10 Provide lands suitable for low density residential development at appropriate locations both in the interests of the the provision of services sites for those who would avail of same and in accordance with the proper planning and development of the area.
 - 11 Zone lands at Royal Oak village for appropriate uses.

SECTION EIGHT – TRANSPORTATION & TRAFFIC MANAGEMENT ASSESSMENT

- Muinebheag/Royal Oak environs is immediately adjacent to the N9 Dublin – Waterford road and will be served by two interchanges on the imminent proposed M9 motorway.
- The town is served by the regional route to Bunclody/Rosslare and by the regional route from the midlands to New Ross port.
- The rail network Waterford/Kilkenny/Dublin uses Muinebheag as a regular schedule train stop both for passenger and goods delivery
- The River Barrow and associated canal-lock system serves the town only for pleasure purposes in recent years
- Recent alteration to the traffic management system of Muinebheag town centre have been put in place in conjunction with the Garda Authorities and Muinebheag Town Commission.

8.1 Issues

- 1 The availability of an efficient transport system is vital for the development of Muinebheag and it's Environs, as it will enhance the capability of the town to support the business, commercial and manufacturing activities that are crucial for its continued development. The transport system includes all relevant modes of transport and types of transport infrastructure.
- 2 It is the aim of the Council to facilitate a safe and integrated system of public and private transport so as to encourage the expansion of business activities in Muinebheag.
- 3 Muinebheag's location on the M9 corridor is an important factor in the town's development, as it provides links to the sea and airports of Dublin and Waterford. The location of this proposed new road is an important factor affecting the physical expansion of Muinebheag. The positioning of interchanges with the existing road system serving Muinebheag and Environs will have an influence on the location and viability of new industrial and business areas that are developed, as accessibility to this transport corridor is an important business determinant.
- 4 It is the aim of the council to maximise the benefit of the railway system serving the town.

8.2 Policy Response

“*Smarter Travel – A Sustainable Transport Future*”, published in February 2009, is the new Government policy for transport in Ireland. It is complemented by Ireland's First National Cycle Policy Framework, which was launched in April 2009. Both policies set a vision for a radically new approach to travel and transport to year 2020.

The main objectives of the policy are

- To encourage Smarter Travel, (i.e. to reduce overall travel demand)
- To maximise the efficiency of the transport network
- To reduce reliance on fossil fuels and therefore to reduce transport emissions
- To improve accessibility to transport

The Local Area Plan requires that:

- 1 The location and size of developments should be considered in relation to existing and proposed road and transport infrastructure. Where possible, transport infrastructure should be provided in concert with developments.
- 2 The location of new employment centres must be considered in relation to residential areas to minimise the need for car commuting.
- 3 Public Transport is an important element of development strategy that could have impact on the siting of developments. Ideally, provision of public transport facilities and services should form part of new development proposals.
- 4 The Council will encourage and facilitate the efficient growth of public transport and to promote its maximum use by the travelling public. Public transport routes and services should be designed to provide for both commuting and off-peak demands.
- 5 The Council will co-operate with Bus Éireann, private bus companies, rural transport companies and taxi operators in the provision of an efficient and integrated public transport network.
- 6 The Council shall take such measures as are necessary to facilitate public transport vehicles
- 7 Attention should be given to the provision of readily accessible information for the assistance of public transport users.
- 8 Alternative transport schemes such as car shared ownership and “smart” taxi services should form part of the transport strategy.
- 9 Public Transport provision should address the needs of commuters, pensioners, the aged, scholars, tourists and the disabled, and should be affordable, safe, secure, reliable and sustainable.
- 10 In order to have regard to the National Disability Authority guidance document ‘Building for Everyone’, the Council will seek to develop specific measures to provide for:
 - The Provision of more disabled driver parking bays;
 - The symmetrical alignment of street furniture so as to minimise obstruction to the visually impaired pedestrian;
 - The introduction of more tactile paving at crossings, bus stops, etc;
 - The further provision of ramps and kerb dishing at appropriate locations to improve movement of disabled people
- 11 The Council shall manage and maintain existing bus bays and taxi ranks and provide new ones where necessary.
- 12 Due attention should be given to the needs of freight transport when considering developments and infrastructure improvements.
- 13 The provision of facilities that encourage safe walking or use of cycles alongside existing or proposed transport infrastructure assists people to make the move from car-based transport to more sustainable modes. The design and layout of developments can also enhance the use of these modes, and should be encouraged.

- 14 On site parking facilities for workers, delivery vehicles and visitors is an important element of proposed new developments. These should be provided in line with County Development Plan standards.
- 15 It is Council policy to seek to improve the local road network of the town and it's environs in order to provide a safe and efficient road network to cater for the current and future needs of the town.
- 16 The existing major road network will be improved and developed to accommodate the increasing volume of motor traffic. The main purposes of the urban road network will be to facilitate a more even distribution of traffic flows throughout the town and to improve accessibility between the various districts.
- 17 The Council will continue to improve certain existing roads and streets by the removal of bottlenecks and the alteration of intersections. Where necessary and appropriate, building and frontage lines of development sites will be set back to provide for long-term road improvements, provision of sight lines and improvements of traffic flows. In all improved streets, the Planning Authority will aim to minimise frontage vehicular access.
- 18 The Council shall strive to strike a balance between the demands for adequate road infrastructure by motor vehicle users and pedestrians, and the protection of the urban fabric.
- 19 In new developments public off-street parking facilities will be planned as an integral feature of shopping and community developments and will be located so as to permit joint and consecutive use of parking space by workers, shoppers, commuters and visitors alike.

8.3. Specific Objectives

The proposed local area plan identifies specific areas for development. These will generate a need for the provision of new supporting road infrastructure and improvements to existing roads.

The objectives given in this section result from the need to service existing and proposed development.

- 1 Construct Muinebheag relief road to facilitate by-passable traffic using the regional road network to New Ross and Rosslare ports and the National Primary Road corridor.
- 2 Develop new route linking the town centre at Kilree Bridge to existing and proposed development on the western side of the town.
- 3 Institute local traffic management levels to ensure minimal impact on road network of existing, by passable and construction traffic.
- 4 Continue to upgrade the condition of road and footpath surfaces in conjunction with the Council's annual roads programme.
- 5 Monitor and upgrade, where necessary, the standard of public lighting throughout the town.
- 6 Provide access roads to lands zoned for residential developments.
- 7 Identify suitable locations to provide adequate car parking in Muinebheag town centre.
- 8 Royal Oak junction – investigate appropriate Royal Oak Road – N9 junction design in
- 9 context of completion of M9 motorway.
- 10 Kilcarrig Bridge – investigate improvement/pedestrian provision at Kilcarrig Bridge.

SECTION NINE – RETAIL REQUIREMENTS

Muinebheag serves an extensive retail catchment area that includes adjoining areas in County Kilkenny and to a lesser extent Wexford and Laois. The core trading area of the town has been limited to the town centre with limited progression of retail units towards suburban development. The recent development of large retail units along with town renewal initiatives has enhanced town centre use and activity. Business units within the town include retail, restaurant, banking and professional service facilities. The absence of hotel/guest accommodation facilities is notable. The railway station environs has not, to date, attracted worthwhile commercial development. The progression of residential development towards the West of Muinebheag lacks local retail and service facilities

9.1 Issues

- 1 Recent studies of the town suggest that sufficient retail demands exist within the plan area to justify the creation of additional retail space. Additional retail space will have to be provided within the development area to meet local demands and this will have to be of an appropriate scale and location so as to ensure that such retail space provides for local needs, does not detract from the town centre facilities and links effectively with the existing town centre so that there may be commercial synergy.
- 2 It is acknowledged that appropriate services and facilities will have to be provided within the developing areas to meet needs. Within this area the aim will be to ensure that sufficient retail facilities are located within the local catchment areas.

9.2 Policy Response

The Retail Planning Guidelines indicate that Local Authorities should do the following tasks:

- a. Confirm the role of retail centres and the size of main town centres.
- b. Assess the requirement for additional retail floor space.
- c. Provide strategic guidance on the location and scale of retail development.
- d. Draft policies to encourage the improvement of town centres
- e. Identify criteria for the assessment of retail schemes.

Carlow County council will prepare business development plans in conjunction with local stakeholders during the period of the Plan.

9.3 Specific Objectives

- a) **The role of retail centres and the size of main town centres:** The established retail core of Muinebheag Town must be maintained and promoted as the main retail centre in the immediate catchment area. Local retailing will be promoted in all smaller centres at central focal points and in areas where existing car parking is available. These areas will generally cater for neighbourhood provision to meet the needs of existing and proposed residential areas. These neighbourhood facilities must be centrally located.

- b) The requirement for additional retail floor space:** Additional floor space will be allowed to meet emerging demands. All retail developments will be assessed in light of the provisions of the Retail Planning Guidelines 2000.
- c) Strategic guidance on the location and scale of retail development:** Future retail provision should have regard to the application of the ‘sequential test’ in the identification of retail locations. In this respect the development of retail facilities in area identified as neighbourhood centre locations will be preferred.
- d) Improvement of town centres:** No retail development should locate within the environs area that would have an adverse impact on the vitality and viability of the town centre. In this respect, local and neighbourhood retailing only will be encouraged.
- e) Identify criteria for the assessment of retail schemes:**
In general terms any retail scheme proposed should:
- Have regard to the adequacy of existing retail shopping in the area.
 - The size and location of existing retail shopping outlets.
 - The effect on existing communities, including the effect on established retail shopping outlets and employment.
 - The need to counter urban decline and to promote urban renewal.
 - The impacts on traffic.
 - The potential for new retail facilities to provide for an expanding population.
 - The need for all retail development to promote good urban design and where developed in proximity to the Town Centre to encourage linkages to the town centre.
 - All retail schemes in the region of and over 1,000 sq. m. (nett) should provide a Retail Impact Statement in the interests of encouraging the careful planning and identification retail needs.

More detailed assessment of development proposals can be carried out through the planning application process.

SECTION TEN – COMMUNITY FACILITIES, RECREATION & AMENITY

There is a range of excellent sporting and recreational organizations within Muinebheag area. However the expansion of the town will mean that expanding recreational demands will have to be catered for through the development and provision of facilities within the plan area. The completion of the new gymnasium by Co Carlow Vocational Educational Committee is a major addition to the recreational facilities. The continued improvements by the various sporting organizations who operate at McGrath Park represent one of the finest recreational facilities in the Country.

The established recreational facilities within the town area provide for the amenity needs for the established community. The development of amenity areas within the environs provide for future need including commercial and residential. The town will require the provision of additional recreational facilities.

The town centre lacks appropriate amenity facilities.

10.1 Issues

- 1 The expansion of the town will mean that additional recreational demands will have to be catered for through the development and provision of facilities for active and passive recreation within the plan area.
- 2 Pressure is likely to be placed on key open space areas for development within the lifetime of the plan. Development of key open space areas, including the demesnes landscape areas for uses that would be inconsistent with their character is not appropriate.
- 3 Limited community facilities are available within the environs area at present given the limited range of development that has taken place.
- 4 Limited recreational facilities available for increased development on the western side of the town

10.2 Policy Response

The full range of provision of community facilities and amenities will have to be promoted and facilitated through the Proposed Local Area Plan. This will include provision for:

- Passive and active recreation areas.
- Play areas.
- Public walks.
- Community facilities

Such facilities are best provided in association with other services such as local retail facilities and local/neighbourhood scale retail development.

10.3 Specific Objectives

1. The location of community facilities (buildings) and services within the development areas, or the provision of contributions to the development of such facilities will be required of all developers. Developers will be required to provide such contributions in respect of public infrastructure and facilities benefiting development in the area.

2. The loss of existing public or private recreational open space will normally be resisted by the planning authority unless alternative recreational facilities are provided in a suitable accessible location, or it can be demonstrated that there is no longer sufficient demand to sustain the facility.
3. The Council will investigate ways of improving the quality and capacity of existing sporting and recreational facilities through initiatives in both the public and private sector.
4. Developers will be required to make provision for sport and recreational infrastructure commensurate with the needs of the development as an integral element of their proposals. Such provision should include direct provision on or off site or a development levy to enable the Council to make appropriate alternative provision. “The said levy shall be in accordance with the requirements of Section 48 (3)(9) of the Planning and Development Act, 2000” . .
5. It is an objective of the Council to facilitate the development of a Linear Park along the River Barrow and lands for recreational and amenity purposes on the west side of the town adjacent to imminent housing development.

SECTION ELEVEN – HISTORIC BUILDINGS & STRUCTURES

The built fabric of Muinebheag gives a uniqueness of character and sets it apart as a place in its own right. The retention and protection of buildings and structures of note is an important element in the protection of the area's heritage. Carlow County Council is currently commissioning a study of proposed and existing protected structures in Muinebheag and may add to the number of such structures during the plan period. The environs area is also home to a number of features that are recorded in the sites and monument record. This record details archaeological monuments of note nationally that must be protected and are included in the overall County Development Plan.

11.1 Issues

The protection and preservation of the built environment is important to the future of Muinebheag environs.

11.2 Policy Response

Carlow County Development Plan contains a list of Protected Structures and proposed Protected Structures, which it is the policy of Carlow County Council to protect in accordance with the provisions of Part IV of the Planning and Development Act, 2000, as amended.

11.3 Specific Objectives

Carlow County Council will endeavour to designate Architectural Conservation Areas following a detailed inventory study. Such a survey should be carried out in accordance with the standards set down by the National Inventory of Architectural Heritage Section of the Department of the Environment, Heritage and Local Government and using the methodology suggested by this body.

SECTION TWELVE – INFRASTRUCTURE & ENVIRONMENT

Waste Water Collection & Treatment

Muinebheag is well served by a newly upgraded sewerage treatment plant and extended pipe network. The sewerage treatment plant has further capacity for further development both residential and industrial and can readily be updated to cater for extended development beyond the plan period.

Water supply

The water supply for Muinebheag and its environs comes from borehole sources at the Dunleckney Road. These sources while currently adequate are limited in scope to supply the imminent future development. The supply system has been boosted by the additional reservoir constructed during the last County Development Plan. The current capacity of the borehole system is 1500 cubic metres per day however an amount of 2500 cubic metres will be required at the end of the plan period. The matter of wastewater is currently been examined in Muinebheag with a view to reduce the amount of wastage to less than 15% of the amount made available for consumption.

Environment

The construction of the sewerage treatment plant has ensured that the major environmental objective of improving quality in the River Barrow has largely been achieved. This improvement will be monitored during the plan period. The matters of air pollution and noise pollution are dealt with on a continuous basis through planning control and enforcement.

Waste Management

Domestic, commercial and industrial waste are collected at Muinebheag by private operators and disposed of mainly at the council's central landfill site at Powerstown.

12.1 Issues

Provision of suitable water supply – quality/quantity.

12.2 Policy Response

This section sets out Carlow County councils proposed policy and specific objectives in relation to the environmental aspects of the proposed development in the Muinebheag and its Environs. The proposed policy and specific objectives are dealt with in separate sections of this report. The infrastructural aspects are addressed as follows:

1. Wastewater Collection and Treatment:

- Development shall be limited to the capacity of the wastewater facility available.
- Upgrade wastewater treatment plant to cater for existing and future development at Muinebheag and Leighlinbridge.
- The surface water system will continue to discharge to the River Barrow and will be connected to a separate system from the foul sewer where possible.
- A review of the existing sewer networks, storm and foul, will be undertaken.

2. Water Supply

- Carlow County Council will seek to provide adequate water to supply future developments needs and to reduce wastage within the existing system.

3. Environment

- Carlow County Council will implement the objectives of the County Development Plan and of any guidelines set out by the South East River Basin District Management Plan.

4. Waste Management

The fundamental principle with respect to waste management and water management infrastructure is that of sustainability. The proposed Council policy in respect of waste management is that of placing priority on the EU Waste Hierarchy of waste reduction/minimisation, then recycling, followed by recover, with landfill disposal having the lowest priority.

The proposed Council Policy must extend to the implementation of the polluter pays principle. The implementation of this policy will ensure that the waste producer will cover the cost of waste management.

There is a Waste Management Plan for the South East Region, which is under the direction of the South Eastern Regional Authority. Carlow County Council as a constituent of this body shall adhere to the aims and requirements of this plan.

- Implementation of the EU waste hierarchy.
- Implementation of the polluter pays policy.
- Implementation of the Waste Management Plan for the South East Region as it applies to Carlow County Council

12.3 Specific Objectives

1. Waste Water Collection and Treatment

- The phased up grading of the existing wastewater treatment facilities to cater for the expanding population and commercial loading from the town and environs.
- Expansion and up grading of the trunk sewer network to facilitate development in the zoned land in the Environs of Muinebheag.

2. Water Supply

- Commission bore hole on west side of town to supplement supply.
- To reduce wastage in the town supply.

3. Environment

- Continue monitoring water quality at River Barrow in conjunction with the objective of the southeast river basin District Management Plan.

4. Waste Management

The specific objectives in relation to waste infrastructure are as follows:

- Continue provision of adequate civic amenity facilities for both residential developments and commercial industrial developments. This will involve the development of new civic amenity facilities along with the upgrading of the existing facilities to cater for the future population and commercial/industrial demand.
- Implementation of a charge structure for waste management to cover the cost as required under the polluter pays principle. This will provide a source of revenue for the construction and operation of waste management facilities.
- Instigation of a requirement on developers to recycle and re-use construction and demolition wastes generated during construction projects in the environs area.

SECTION THIRTEEN – LIKELY SIGNIFICANT EFFECTS OF IMPLEMENTING THE PLAN

Assessment of the Likely Significant Effects of Implementing the Plan

This element of the plan has been prepared having regard to the provisions of Section 19(4)(a) of the *Planning and Development Act 2000*, S.I.No. 93 of 1999, the EPA Guidelines on Environmental Impact Assessment, EU Council Directive (96) 5111 + (99) 73 and the subsequent Strategic Environmental Assessment Guidelines, 2004 along with the South East River Basin District Management Project (SERBDM). This section identifies the manner in which the potential environmental impact of the development choices identified in this plan have been considered in the interests of achieving a balance between location, volume and mix of land uses, the development needs of the town and the potential environmental impacts that could be expected.

Overall Strategy

The development of the area will have an impact on its environmental amenity. The impact the development of individual parcels of land will have will be both positive, negative and neutral. However, the overall impact of the range and mix of land uses proposed is intended to allow for a sustainable and balanced approach.

In summary, in order to be sustainable the range and mix of development uses proposed is intended to allow for:

- A vibrant mix of uses:* Mixed working areas and new residential areas with the opportunity for some employment generating uses.
- The provision of facilities:* Shops, Educational Facilities and Community facilities.
- A hierarchy of open spaces:* Local Parks, Neighbourhood Parks, Regional Parks.
- Integrated transport system:* Opportunity for modal choice, pedestrian movement as a key mode of movement, cycle ways.

The proposed zoning and development strategy allows for all of the above. However, as noted previously development will have an impact on individual elements of the environment. These are detailed below.

Human beings

The effect of development on existing human beings within the plan area will be significant. The development of additional housing, commercial and industrial lands will result in an increase in the built area of the town and its environs. However, these lands are provided in a planned manner that is consistent with a sustainable development strategy and in general terms the provision of appropriate residential land and employment lands will provide for socio-economic needs.

Flora

The principal impacts in flora in the area will occur as a result of the development of the new built up areas. However, development will occur in areas that are not unique in flora terms and are already committed to development as a result of current planning permissions.

Fauna

The principal impacts on fauna in the area will occur as a result of the development of the extensive built up areas. However, development will occur in areas that are not unique in fauna terms and are already committed to development as a result of current planning permission.

Soils

No significant impact will occur to soil resources in the area as a result of the development. Impacts will occur to soil in the area as a result of re-profiling and excavation associated with the development; this is unavoidable. The impact will not however be significant.

Water

The principal impacts in the area's water resources will occur as a result of an increase in demand for water resources and an impact due to surface water run-offs and foul water discharges from new development areas. These can be catered for with improvements to foul and surface water infrastructure and water provision in the area. In the respect the impact on the area's water resources will be neutral.

Air

The development of the area will result in changes in air quality as a result of the emissions that can be expected from properties and vehicles. This may result in an increase in emissions although over the longer term the development of more energy efficient houses, properties and vehicles may not result in a significant increase in emissions over current levels. In this respect the development of the areas is likely to have a neutral impact.

Landscape

Significant and lasting changes will occur to the landscape of the area as a result of development. However the retention of significant mature stands of trees and the provision of open space areas integrated in development proposals will have a positive impact on the overall character of an emerging urban area.

Material Assets

The material assets of the area will be improved through the development of additional and improved facilities as a result of development in the area.

Cultural Heritage

The protection of the area's cultural heritage and assets can be achieved through sensitive development. Specific structures and sites will also be protected through planning process thereby ensuring the protection of the area's cultural heritage.

Traffic

Through the development of an urban form that encourages and facilitates the development of an improved modal choice the impact of any additional traffic will be minimised.

**SECTION 14 – LAND USE ZONES AND USES
PERMITTED IN PRINCIPLE AND OPEN FOR CONSIDERATION**

ZONE	ZONING OBJECTIVE
<i>Town Centre Activities:</i>	To promote the consolidation of retail, commercial and appropriate residential development.
<i>Residential:</i>	To protect, improve and provide for residential development and amenity.
<i>Low-Density Residential:</i>	To protect, improve and provide for residential development and amenity at a gross density of not greater than 12 dwellings per hectare.
<i>Enterprise & Development:</i>	To provide for commercial, enterprise and employment generating uses.
<i>Mixed Use Zones:</i>	To provide for mixed-use employment generating uses.
<i>Community & Education:</i>	To protect and provide for institutional uses, and compatible commercial and residential uses.
<i>Industrial:</i>	To provide for industrial and related uses.
<i>Amenity and Open Space:</i>	To preserve and provide for open space and recreational amenities.
<i>Agriculture</i>	To provide for agriculture and related uses
<i>Institutional:</i>	To protect and provide for institutional uses, and compatible commercial and residential uses.

Uses either Permitted in Principle or Open for Consideration in the above zones are set out as follows:

Zoning Objective – Town Centre Activities:

Permitted in Principle: Retail, Commercial, Housing, Bed & Breakfast, Car Park, Community Facility, Crèche, Cultural or Recreational Facility, Educational Facility, Guest House, Health Facility, Open Space, Places of Public Worship, Public House, Restaurant, Hot Food Take Away, Local Shop, Sports Facility, Services such as Office Based Industry Activities, Data Processing, Software Development, Information Technology, Technical Consultancy, Commercial Laboratories/Healthcare, Research and Development, Media Recording and associated uses, Publishing and Telemarketing, Hotel and Leisure.

Open for Consideration: Advertisements and advertising, Structures, Garage/Filing station, Motor Sales Outlet.

Zoning Objective – Residential

Permitted in Principle: Housing, Bed & Breakfast, Car Park, community Facility, Crèche, Cultural or Recreational Facility, Educational Facility, Guest house, Health Facility, Open Space, Places of Public Worship, Public House, Restaurant (excluding Hot Food Take Away), Local Shop, Sports Facility.

Open for Consideration: Advertisements and Advertising Structures, Garage/Filling Station, Motor Sales Outlet, Take Away Hot Food.

Zoning Objective – Low-Density Residential:

Permitted in Principle: Housing, Bed & Breakfast, Car Park, community Facility, Crèche, Cultural or Recreational Facility, Educational Facility, Guest house, Health Facility, Open Space, Places of Public Worship, Public House, Restaurant (excluding Hot Food Take Away), Local Shop, Sports Facility.

Open for Consideration: Advertisements and Advertising Structures, Garage/Filling Station, Motor Sales Outlet, Take Away Hot Food.

Zoning Objective – Enterprise & Development:

Permitted in Principle: Light industrial businesses and developments such as Office, Data processing, Software Development, Information Technology, Technical Consultancy, Commercial Laboratories/Healthcare, Research and Development, Media Recording and General Media and associated uses, Publishing, Telemarketing, Garage/Filling Station and Motor Sales Outlet,

	Hotel and Leisure, Light Industrial, Cinema, Cultural and/or Recreational Facility, Enterprise Centre, and Health Facility (clinic). Betting Office, Car Park, Community Facility, Creche/Nursery/Childcare, Educational Facility, Hospital, Industry (general), Open Space, Restaurant, Take-Away (hot food), Newsagent, Small General Grocery Store, Coffee/Tea Shop, Small units for Local Services, Residential (where ancillary to the primary purpose of the site).
Open for Consideration:	Business Incubator Units, Retail Warehousing and Distribution Centres, Advertisements and Advertising, Structures,

Zoning Objective – Mixed Use Zones:	
Permitted in Principle:	Light Industrial Business and Services such as Office Based Industry Activities, Data processing, Software Development, Information Technology, Technical Consultancy, Commerical Laboratories/Healthcare, Research and Development, Media Recording and General Media and associates uses, Publishing Telemarketing, Garage/Filing Station and Motor Sales Outlet, Hotel and Leisure, Light Industrial.
Open for consideration:	Business Incubator Units, Retail Warehousing and Distribution Centres

Zoning Objective – Community & Education:	
Permitted in Principle:	Crèche, school, sports facility, public recreational building, hospital/ medical facility.
Open for consideration:	Car Park

Zoning Objective – Industrial:	
Permitted in Principle:	Industry, Light Industry, Public Service Installation, Office (Ancillary to Industry), Car Park, Creche/Nursery (Ancillary to Industry) Enterprise Centre, Station, Public Service Installation, Storage Depot, Warehouse, Workshop.
Open for consideration:	Abattoir, Advertisements and Advertising Structures, Agricultural Buildings, Refuse Transfer Station.

Zoning Objective – Amenity & Open Space:	
‘To preserve and Provide for Open Space Including Recreational Amenity’	
Permitted in Principle:	Community Facility, Cultural and Recreational Facility, Open Space, Public Service Installation, Sports Facility.
Open for Consideration:	Car Park, Cemetery, Golf Course and Club Houses, Places of Public Worship, Restaurant (Excluding Hot Food Take Away).

Zoning Objective – Agricultural:

‘To provide for agriculture and related uses’

Permitted in Principle: Agricultural Buildings for housing of Cattle, Sheep, Goats, Donkeys, Horses, Deer, Rabbits, Pigs, Mink or Poultry and any ancillary provision for effluent storage. Provision of Store, Barn or Shed. Horticultural Enterprise, Mushroom Production, Equestrian Activity, Office/Building Ancillary to above uses

Open for Consideration: Abattoir

Zoning Objective – Institutional:

Permitted in Principle: Crèche, school, sports facility, public recreational building, medical facility.

Open for consideration: Car Park

Zoning Objective – Neighbourhood Facilities:

Permitted in Principle: Newsagent, small supermarket/general Grocery Store, Sub Post Office, small units for local services, Medical facility, Community facility, Office, Place of Worship, Restaurant, Car Park, Betting Office.

Open for Consideration: Garage/Filing Station, advertisement and advertisement structures, Cinema.

“Open for Consideration” means a use is not acceptable in principle and will only be permitted in special cases where the Council is satisfied that the use would not conflict with the general objective for the zone and could be permitted without undesirable consequences for the permitted uses and which can be allowed subject to compliance with pertinent control criteria consistent with the proper planning and development of the area, having regard to the Local Area Plan. Uses which are not indicated as permitted in principle or open for consideration will be considered in relation to the general policies of the plan, the zoning objectives of the particular area and the proper planning and sustainable development of the area.

Many uses exist where they do not conform to the designated use zoning objectives. Generally such uses, where legally established, shall not be subject to proceedings under the Act in respect of their continuing use. When extensions to, or improvements of premises accommodating such uses are proposed, each shall be considered on its merits and permission may be granted where the proposed development does not adversely affect the amenities of properties in the vicinity and does not prejudice the proper planning and development of the area.

SECTION 15 – COUNTY DEVELOPMENT BOARD STRATEGY
“Cumhacht Comhoibriú” - A Strategy for the Economic, Social & Cultural Development
of County Carlow, 2002 – 2012

“Cumhacht Comhoibriú”, a Strategy for the Economic, Social and Cultural Development of County Carlow is a major initiative to bring about an improved quality of life for all the citizens of County Carlow. The Strategy was prepared by Carlow County Development Board, CDB, and focuses on areas where agencies can work together to improve service delivery in the County. Carlow CDB comprises representatives of Local Government, State Agencies, Local Development and the Social Partners, including the Community and Voluntary Sector.

The Carlow County Development Plan and this Local Area Plan recognises the vision, principles and goals of the Carlow CDB Strategy as outlined hereunder. The aims and objectives of this Local Area Plan are in keeping with Carlow CDB Strategy.

“Cumhacht Comhoibriú”
Vision, Principles and Goals

Vision

“To make it possible for every person in County Carlow to achieve his or her potential and fully participate in all aspects of society through better co-ordination and development of activities and services”

Principles

The CDB established a number of key principles to guide the preparation and implementation of the strategy and commits itself to:

- *Working in partnership with key stakeholders to identify gaps in service provision and developing new and innovative responses to improve the quality of service delivery in the County*
- *Ensuring equality of opportunity for all in County Carlow*
- *Actively consulting and involving key stakeholders and the public in all aspects of the Strategy*
- *Creating and implementing strategies that promote social inclusion, conform to National Policies including the National Anti-Poverty Strategy and Local Agenda 21*
- *Ensuring strategies developed by the CDB are practical and achievable, and that decisions are reached by consensus*
- *Building upon and complementing the work and activity of existing State Agencies, the Local Authority, Local Development Agencies, and the Social Partners*
- *Promoting collective responsibility and shared ownership of the Strategy throughout the County*

- *Ensuring that the Strategy is based on the distinct features and situation pertaining in the County, and will impact throughout the County*
- *Promoting mutual respect by all the participant groups, organisations and agencies of each others diversity, validity and interests*

Goals

In order to achieve its overall vision, Carlow CDB identified eleven themes, which encompass the key issues and challenges addressed in the strategy and developed a goal for each theme

Theme A Business Development

An environment that provides the optimum mix of businesses for County Carlow and generates sustainable quality employment

Theme B Health and Well-being

Improved health and social well-being of people in Co. Carlow through improved co-ordination and development of new and existing activities and services

Theme C Community Development

Co-ordinated voluntary community activity in County Carlow, maximising the positive impact of community development for the benefit of all

Theme D Youth-Work

Quality youth services in County Carlow delivered in a well-resourced, planned and professional manner and to promote the inclusion of all young people in the development of new and existing activities and services

Theme E Childcare

An integrated approach to quality, child centred, accessible childcare for the overall benefit of all children, parents and providers

Theme F Environment

The protection, conservation and enhancement of the environment in Co. Carlow

Theme G Rural Development

To sustain and improve the quality of life in rural areas, by involving local people in the sustainable development of communities in County Carlow.

Theme H Gender Equality

To have gender equality in economic, social and cultural activities in County Carlow

Theme I Tourism

A sustainable tourism industry capable of increasing the inflow of tourists and associated revenues in order to realise the full economic potential of tourism in County Carlow

Theme J Culture

“Ceiliúradh Ceatharlach”, A sense of pride and place through awareness, celebration and conservation of Carlow’s rich heritage & an understanding of our evolving cultural identity for the benefit of all.

Theme K Education and Training

Quality education and training opportunities accessible to all the people of Carlow, so that with true partnership and lifelong learning the holistic development and personal achievement of each person is attained.