

DEVELOPMENT PLAN

FOR

NEW ROSS TOWN AND ENVIRONS

DECEMBER 1998

NEW ROSS URBAN DISTRICT COUNCIL

WEXFORD COUNTY COUNCIL

ADOPTED DECEMBER 1998

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PART ONE

INTRODUCTION, AIMS AND ISSUES

CHAPTER 1

1 INTRODUCTION

- 1.1 The Development Plan for the New Ross Urban District and environs was last reviewed in November 1986. During the years which have elapsed, many changes have taken place on a national, regional and local basis; the basic ideas and benefits of planning have become increasingly understood and accepted. In addition the Local Authorities role in preserving and enhancing the natural and built heritage and environment for the use and enjoyment of the public have been expanded.
- 1.2 The purpose of planning generally is to guide and direct future development in the interests of the common good. Ideally, implementation of plans should not be confined to restrictions and controls. There should be a positive approach to facilitate development in the right locations, to encourage good design and layout and to ensure that services are available when required.
- 1.3 Planning is a continually changing process where each decision affects others. The Development Plan must be clearly recognised as the vehicle by which development in the area will be positively influenced in the coming years. In addition the situation on the ground is continually changing; there is a need for continuous survey work to ensure that the planning objectives are in line with community needs
- 1.4 Under the Single European Act the relationship between Ireland and County Wexford on one hand and the European Community on the other hand will change significantly after 1997. The role of New Ross is outlined in The Integrated Operational Programme for EC Structural Funding 1994-1997 submitted to the Regional Committee by Wexford County Council (4th Sept. 1992).
- 1.5 This Development Plan for New Ross takes account of the strategies outlined in the Operational Programme and the National Development Plan and outlines the strategies and objectives specific to the Plan Area.
- 1.6 The Written Statement for this Plan sets out the future planning strategy, providing for the continued development of New Ross Town. Its land use zoning provisions have been extended to include the areas surrounding the Urban District in order to coordinate the outward spread of the built up area. The detailed proposals cover the development objectives set out in both Section 19 and the Third Schedule of the 1963 Act.

2 DEVELOPMENT PLAN

- 2.1 The Development Plan for New Ross Town and its environs consists of this Written Statement together with the following maps (dated July 1998) :-

- (i) Land Use Zoning
- (ii) Development Objectives.
- (iii) The Conservation area and the area of architectural potential.

2.2 The Development Plan sets out the intentions of New Ross Urban District Council and Wexford County Council as to the manner in which land should be utilised in their respective areas and indicates in detail the objectives for the next five year period and for the long-term up to 2001. As may be appropriate, policies will be pursued by either or both Planning Authorities within their respective areas.

2.3 In respect of the accompanying maps, certain notations are diagrammatic and do not show precise locations or dimensions, particularly roads. The Land Use Zoning Map indicates predominant uses proposed for certain areas; existing uses which do not conform to such proposals will not necessarily be disturbed. In areas not shown by any notation, the existing land uses are intended to remain for the most part, undisturbed.

3 AREA OF PLAN AND PLANNING AUTHORITIES

3.1 The area of the plan includes New Ross Urban District of which New Ross Urban District Council is the Planning Authority and parts of the following townlands of which Wexford County Council is the Planning Authority:

Ardross	Hewitsland (pt.)	Oaklands (pt.)
Barrettspark	Irishtown (pt.)	Portersland (pt.)
Butlersland (pt.)	Knockavilla (pt.)	Reddysland (pt.)
Castlemoyle (pt.)	Marshmeadows (pt.)	Redhouse (pt.)
Chambersland	Morrissysland (pt.)	Southknock
Healysland	Mountgarrett (pt.)	Stephensland
		Trianglepark

3.2 The area of the Plan may be divided into the following areas;

- (i) East of the River Barrow;
 - (a) The main part of the Urban District, on a hillside overlooking the river valley and;
 - (b) The main part of the Environs of New Ross to the north, east and south of the Urban District. This area is within the catchment of the New Ross Main Drainage and contains sufficient area of undeveloped land, to fulfil the future development needs of the expanding town up to the turn of the Century.

(ii) West of the River Barrow;

(a) The remainder of the Urban District,

3.3 Control of development and execution of the objectives of this Plan is undertaken by each Planning Authority within its own area.

4 LOCATION AND COMMUNICATIONS

4.1 New Ross is strategically situated just south of the confluence of the Rivers Barrow and Nore. It is a gateway to Kilkenny, Carlow and Waterford. The town transacts to major transport modes;

N25 National Primary Route and Euroroute E30 from Rosslare to Cork via Waterford.

N30 National Primary via Enniscorthy to Dublin.

4.2. New Ross has been an established international port for centuries. Its strategic location facilitates an expensive navigable river system connecting the Barrow and Nore River Valleys, just 5 miles north of the town. It is located just 20 miles from the sea.

CHAPTER 2

AIMS AND OBJECTIVES

AIMS OF THE PLAN

- A. To improve the living environment for the people of New Ross and to secure the conservation of existing amenities contributing to that environment.
- B. To provide a reasoned framework for the future development in the area.
- C. To provide a detailed basis for development control.
- D. To provide an adequate educational, cultural, commercial, industrial, tourist and agricultural framework for the area.
- E. To provide for the safe and convenient movement of people and goods.
- F. To bring the significant planning issues in the locality before the public.
- G. To create conditions for the stipulations of population decline, to stimulate population growth and promote in-migration.

PLANNING OBJECTIVES

2.1 MAJOR DEVELOPMENT OBJECTIVES

- (i) Carry out and encourage urban renewal in the Town Centre.
- (ii) Carry out major environmental and visual improvements to the streetscapes and urban open spaces.
- (iii) Revitalise the residential character of the Town Centre.
- (iv) Complete all major improvements to the infrastructure through the Main Drainage.
- (v) To promote the town as a tourist attraction in particular to establish the John F. Kennedy Centre and the motivation of tourist related developments focused on the River Barrow.

- (vi) To protect, maintain and improve the social, economic and environmental assets of the plan area in an efficient and orderly manner which would maximise the use of existing resources and promote development in a sustainable way.
- (vii) The conservation of the inherent qualities of the built environment.
- (viii) To encourage any knock-on development implications the new port in Bellview may have for New Ross.

2.2 EMPLOYMENT AND INDUSTRY:

- (i) To increase the amount of employment available in the locality and promote a wider range of employment types.
- (ii) To ensure that suitable sites are allocated and available for industrial and commercial development.
- (iii) To ensure the improvement of roads and infrastructure within the Plan area.
- (iv) To decrease the unemployment rate of New Ross to the same as the national level.

2.3 HOUSING

- (i) To ensure that suitable sites are available for residential development to meet local needs and to provide a choice of housing locations thereby enhancing the prospects of a wider range of house types and sizes.
- (ii) To seek improvement of existing housing stock where necessary.
- (iii) To provide Local Authority housing where necessary.

2.4 PHYSICAL ENVIRONMENT

- (i) To ensure that adequate provision is made for the conservation and enhancement of important buildings and structures.
- (ii) To ensure that development proposals enhance the character of the town and its setting.
- (iii) To obtain traffic management measures which are in keeping with the environmental character of the area.
- (iv) To provide for convenience and good location of development and for harmonious relationships between different uses.

- (v) To conserve areas of high landscape value, ecological and archaeological interest and to ensure adequate protection for the environment.
- (vi) To enhance the river ambience on the western banks of the river.

.5 SHOPPING

- (i) To protect, strengthen, build up and improve the retail functions of the town centre.

.6 TOURISM

- (i) To promote the development of tourism in a manner compatible with the environmental character of the area.
- (ii) To encourage forms of tourism which facilitate the greatest economic return to the local community.
- (iii) To actively encourage the River Barrow and its surrounding area as a focal point of tourist attraction to the town.

.7 RECREATION AND COMMUNITY SERVICES

- (i) To ensure that optimum use is made of services and facilities available.
- (ii) To seek improvement to and extension of recreational facilities and to encourage better management and utilisation of existing facilities.

.8 ROADS AND TRAFFIC

- (i) To ensure a safe and comprehensive road system of satisfying and requirements of both vehicular and pedestrian traffic.

.9 FINANCE

- (i) To seek and utilise all available sources of finance.

CHAPTER 3

SURVEY AND DEVELOPMENT ISSUES

INTRODUCTION

- .1 This chapter attempts to outline the basic issues relevant to the future development of New Ross based on previous surveys, data and problems which came to light during the implementation of the 1986 Development Plan.

POPULATION

- .1 The large population increases which were projected following the trends in the 1970's have not materialised. Like many towns, the increasing population of New Ross has slowed down. The population of the Plan Area decreased by 4.5% (279 persons) in the period 1986-1991. The Urban District showed a decline of 6.1% (325 persons) while the Environs showed an increase of 5.3% (46 persons) in the same period. Table 1 outlines the trend since 1971. It is expected that the decline will continue and the rate of increase in the environs will slow down.
- .3 In the Urban District the population under 25 years old constituted 48.9% of the population in 1981, 47.8% in 1986 and 45.5% in 1991. This trend is likely to continue and will result in a population dominated by older age groups. The reverse applied to the Environs where a population of under 25's rose from 48.2% in 1981 to 52.6% in 1986. This trend reversed to 44.4% in 1991. The pattern is similar to Enniscorthy and Wexford and reflects a declining birth rate.
- .4. The projections show a continuing but reducing rate of decline in the population in the Urban District with a modest reducing rate of increase in the Environs. The overall population of the Plan area is beginning to decline. The increase in the environs is not compensating for the decline in the Urban District. The main influences on the future population are a declining birth and death rate and a very unpredictable migration rate.
- .5 It is the purpose of this plan to allocate sufficient land to cater for the changes in population distribution and any increase in population that may occur over the coming five years and beyond. It has to be remembered however that population increase is a function of many factors including job opportunities, disposable income, personal choice, etc. It is therefore intended to keep under review the trends in these factors as they relate to the supply of residential land. It is considered that adequate land is zoned for housing and it is not the purpose of this review to allocate further land for housing on a large scale.

TABLE 1
POPULATION

YEAR	NEW ROSS			ENVIRONS			TOTAL		
	POP.	CHG	%	POP.	CHG	%	POP.	CHG	%
1971	4775			553			5328		
1981	5386	611	12.8	807	274	49.5	6193	865	16.2
1986	5340	-43	-0.8	866	59	7.3	6209	16	0.3
1991	5018	-325	-6.1	912	46	5.3	5930	-279	-4.5

CHG = Population Change
Source: C.S.O.

3.3 HOUSING

3.3.1 The number of households in the plan area is outlined in Table 2 below :-

TABLE 2
HOUSEHOLDS

	1981	1986	1991
New Ross	1414	1459	1454
Environs	142	213	260
TOTAL	1556	1672	1714

Source: C.S.O.

3.3.2 While the number of households in the Plan Area increased by 2.5% between 1986 and 1991 the overall population decreased by 4.5%. This arises out of a trend towards new family (newly married) and single person households mainly in the newer housing areas in the

Environs. This trend has continued since the 1970's and reflects a change in living standards. The trend is likely to slow down because of the changing population structure.

- 3.3.3 Since 1986 eighty seven Local Authority houses have been completed in comparison with 136 houses in the period 1981-84. Urban renewal included the redevelopment of derelict sites, infill development and the upgrading of existing Local Authority houses, particularly those with no bath. Major refurbishment has been carried out at Barrack Lane, Nunnery Lane and JKL Place.
- 3.3.4 The relationship between population and households described in Section 3.3.2 indicates that there will be a demand for more housing over the coming five years, although demand will not be very high. It is important to remember however that population increase alone will not be the sole determinant of demand. Factors such as disposable income, headship rates, unemployment, etc., also have a bearing. As a result no definite figure for new dwellings can be stipulated.
- 3.3.5 The decline in the population in New Ross combined with the fact that 50% of houses in the plan area are over fifty years old could result in a decline in housing standards particularly in the town centre. The problem could be exacerbated by the fact that the dominant older population may not be able to afford refurbishment. This will present an opportunity for urban renewal and the revitalisation of residential property. The private sector could play a major part in the preservation of and improvement to New Ross's residential environments.
- 3.3.6 A serious problem in private housing developments can be the existence of incomplete estates and failure of developers to provide proper facilities such as footpaths, adequate road surfaces and public open space. This could make prospective purchasers avoid estates and this could result in continuing ribbon development for people who might otherwise be chose to live in towns. The Planning Authority is concerned at this and will ensure appropriate planning enforcement measures are carried out to ensure the Estates are completed.
- 3.3.7 It is considered that sufficient land is zoned in this Plan to meet housing demand over the plan period although this situation will be monitored.
- 3.3.8. The population change from the town centre and its environs shows a steady decline in the Urban Centre population. This poses a threat to the social and economic fabric of the town. It is to be one of the main priorities of the plan to encourage and enhance the residential areas and land use of the Town's Centre.

A Plan for Social Housing

- 3.3.8 In February 1991, following a review of policies in relation to Social Housing, the Government introduced the above plan. It is the intention of the Planning Authorities to implement one of the main aims of the plan, i.e., to improve the housing prospects of households of limited means, by providing quicker access to suitable housing, while making the most efficient and equitable use of available resources.
- 3.3.9 This diverse and flexible response to social housing needs will reduce the traditional degree of dependence on local authority housing, and create significant changes in the role of the Planning Authorities in the social housing area.
- 3.3.10 Emphasis will be placed upon a new promotional and facilitating role aimed at speeding up access to housing, while reducing the extent of the traditional emphasis on the building of dwellings for renting.
- 3.3.11 It will be necessary to instigate and encourage voluntary and self help effort in the community, while utilising the financial arrangements and various schemes now at our disposal.
- 3.3.12 In view of recent trends in public housing, it is likely that the voluntary sector will become an important factor in the provision of accommodation. The local authority will pursue a policy of making suitable sites available at reasonable cost from its existing land bank, to facilitate such development.
- 3.3.13 The main elements of the plan provide for :-
- (a) A new system of shared ownership between the individual and the local authority designed to facilitate access to full ownership of a house in stages by those who cannot afford it in one step.
 - (b) The improvement or extension of private houses by local authorities as an alternative to rehousing occupants in local authority housing.
 - (c) A new rental subsidy scheme for low income households taking up occupation of approved accommodation provided by voluntary bodies.
 - (d) More flexible lending arrangements by local authorities to housing cooperatives (including block loans and instalment payments) and the provision of sites and technical assistance.

- (e) The making available of sites at reasonable cost to both individuals and cooperative/voluntary groups, to facilitate the provision of less expensive housing, and thus help meet the needs that are otherwise represented on waiting lists.

3.3.14 The main issues facing the Planning Authorities will be :-

- (a) Ensuring the economic use of land for residential purposes,
- (b) Encouragement of urban renewal and refurbishment of old houses,
- (c) Prevention of decline in housing standards in old housing areas,
- (d) Prevention of loss of residential accommodation in the Central Area,
- (e) Securing the completion of housing estates.

3.4 EMPLOYMENT/INDUSTRY

3.4.1 The current economic situation makes it increasingly difficult to forecast accurately future levels of employment or unemployment. The international, national and regional situations all have a bearing on the economic base and structure of the Plan Area.

3.4.2 Unemployment has reached unprecedented levels throughout County Wexford. The situation in New Ross is outlined in Table 3 below.

TABLE 3

NUMBERS ON LIVE REGISTER

(New Ross Exchange Area)

YEAR	NUMBER	% OF WORKFORCE
1985	1564	20.9
1990	1662	21.9
1991	1871	25.3
1992	1906	25.7
1993	1871	25.3
1994 (May)	1724	23.8

- 3.4.3 The industrial employment base in the New Ross area is extremely low. Approximately 550 people are employed in the manufacturing sector which represents about 2.7% of the population compared to a national average of 6.5%. It represents 10% of the workforce compared to a national average of almost 20%.
- 3.4.4 Over the past five years the Local Authorities have played a role in the promotion of development through land acquisition/development for industrial purposes. There has been a significant input from local groups who attributed to the completion of the advance factory and are currently actively involved in the Lake Region factory.
- 3.4.5 Despite these initiatives, only partial success has been achieved in the attraction or establishment of new industrial projects. There is an urgent need to significantly increase the industrial base and level of employment in New Ross to bring it into line with national trends. Serious account must be taken of New Ross's pressing need in this fundamental problem. The area clearly merits priority in the creation of new jobs in the industrial sector for the New Ross
- 3.4.6 The new port for Waterford City, located at Bellview, built on the River Suir, is located approximately ten miles from the town of New Ross. A new road from the port has been built, to National Primary Route Standards, linking it with the N25. This new port, due to its proximity and easy accessibility offers scope for industrial development at a national strategic level. Bellview port is destined to become one of the most important ports in the state and it could develop into a major industrial area and therefore this may lead to Waterford and New Ross becoming significant employment centres.
- 3.4.7 Employment in the agricultural sector was formerly a strong feature of the economy of the New Ross area. The continuous employment decline in this sector has had a serious effect on employment levels and the general economy.

The Port

- 3.4.8 New Ross Port consists of facilities operated by the New Ross Harbour Commissioners on the eastern side of the River Barrow and private facilities on the western side. The port is well located in relation to Dublin, Cork and Limerick. The principal imports are fertilisers, oil, chemicals, solid fuel, cement and exports comprise of cereal, malt and animal feeds. In 1991 over one million tonnes of cargo of which 300,000 tonnes were petroleum products, passed through New Ross Port.

3.4.9 The opening of the new port facilities at Bellview outside the Plan Area and some distance down river from New Ross will have some impact on the future of New Ross Port. An application has been made by the New Ross Harbour Commissioners to the Department of the Marine to carry out improvements to navigation including the widening of the Barrow Railway Viaduct (outside the Plan Area), deepening of the channel and further development of the facilities at Marshmeadows will help to New Ross as an important port facility in the south east. New Ross is currently restricted to ships with an upper limit of 6 metres draft and cargo of 4,500 tonnes, due to the physical constraints of the River. However, the proposed river training works will deepen the river channel to enable larger ships to enter the port of New Ross. These works are anticipated to be carried out during April - September 1998.

3.5 TOURISM AND LEISURE

3.5.1 New Ross has considerable potential as a tourist attraction. The Kennedy Centre has estimated that 680,000 tourists pass through New Ross each year. The following are a number of its assets

- (a) Its location in the picturesque Barrow Valley with its river walks, vantage points and water based activities.
- (b) Its strategic location on the River Barrow as a gateway to the west via the inland waterways.
- (c) Its proximity to the Blackstairs Mountains, The Hook, and the JFK Arboretum.
- (d) Its picturesque streetscapes.
- (e) Active and passive recreational facilities.
- (f) It's strategic location on the Euro-route to and from Rosslare Harbour.

3.5.2 The provision of or improvement to the following will have a significant impact on the tourist potential in New Ross.

- (a) The provision of an interpretive centre for the Barrow Waterway.
- (b) Provision of extra tourist accommodation including additional hotel accommodation, a based/touring caravan park and provision of tourist bus/coach stop/service area.
- (c) The J.F.K. Centre, and the Dunbrody Ship on the River Barrow.
- (d) Establishment of tourist routes e.g., Norman/Viking Trail, and additional river cruises. This would include the establishment of the central location of New Ross relative to tourist assets in Counties Wexford and Kilkenny.

- (e) Provision of and improvement to fishing, cruising, camping and car parking in appropriate locations adjoining the River.
- (f) Improvements to the Quays, riverside areas and provision of a marina.
- (g) Careful planning of Urban Renewal so as to protect the character of the town.
- (h) Use of some of the old warehouses as tourist facilities.
- (i) Improvements to the approach roads to the town.
- (j) The encouragement of activity based holidays, particularly involving boating, fishing and walking.

3.5.4 The main issues will be to consolidate the tourist potential of the town while protecting both the natural and man made facilities, which attract tourists in the first place. This will be achieved through the implementation of an integrated tourism plan.

3.6 REGENERATION/RENEWAL OF OBSOLETE AREAS

3.6.1 History has been the basis for establishing what is today the unique and intrinsic character of New Ross. The quality of its townscape is made up of several elements :-

- (a) The Quays and Bridge;
- (b) The relationship between the riverside areas and the Town Centre;
- (c) The Church Spires;
- (d) The narrow winding streets and steep inclines;
- (e) The Squares;
- (f) The simple facades of buildings, which form frontages to the streets and open spaces;
- (g) The old Town Wall and other historic structures.
- (h) The old warehouses

3.6.2 The character of the townscape is being threatened because :-

- (a) Some older buildings in strategic locations are falling into disuse and not being replaced;
- (b) The poor presentation of the quaysides, an important strategic route for tourists,

- (c) Traffic congestion caused by the treatment of the principal streets as car parking lots, ignoring any inconvenience to shoppers visitors and residents.
- (d) Some vacant sites are being used as car parks;
- (e) Some redevelopment has been out of character with the town as a whole.

3.6.3 In latter years, the greatly increased flows of traffic through the narrow streets has led to congestion, as well as danger to the pedestrian. The motor vehicle has tended to dominate the townscape with demands for parking spaces, with the consequent loss of spaciousness in all the urban open spaces and squares.

3.6.4 One of the most important issues facing the town is the need for urban renewal while preserving the inherent character of New Ross. An application has been made to the Department of the Environment to have certain areas in New Ross designated Urban Renewal Areas. So far only Enniscorthy and Wexford Town have been successful in attaining these.

3.6.5 Regeneration and renewal in this context means the carrying out of development, redevelopment, improvement or rehabilitation of obsolete and other areas. This includes the restoration of buildings or other structures of architectural, artistic or historic interest as well as the conservation and preservation of the urban fabric in any part of the town.

3.6.6 New Ross Urban District Council has made a Derelict Sites Register and has been carrying out urban renewal in the provision of and improvement to housing facilities, particularly at Barrack Lane, Nunnery Lane and JKL Place. The Council also provides free advice to property owners. An Action Area Plan for The Barrack Lane area will be produced during the plan period.

3.6.7 While regeneration and renewal may take place in any part of the town, the following areas are worthy of special attention :-

- (a) The Riverside Areas
 - (i) North Quay
 - (ii) Bridge Street/John Street, including the upper side of John Street
 - (iii) Sugarhouse Lane/Marsh Lane
 - (iv) Marsh Lane/Priory Lane
 - (v) South of Priory Lane
 - (vi) Rosbercon

(b) Michael Street.

3.6.8 It is intended to secure a commitment of investment from the private sector in renewal and development.

3.7 RECREATIONAL OPEN SPACES AND AMENITIES

3.7.1 The setting of New Ross on hillsides overlooking the Barrow Valley has provided excellent natural amenities for both active and passive recreation. Such amenities provide pleasant recreation areas and enhance the town as a place in which to live. The town has enormous natural potential as an area of high amenity with a wide range of outdoor activities.

3.7.2 The River Barrow is an important recreation resource. Sports such as canoeing and cot racing should be encouraged along with consultations with the Water Safety Council to provide a life guard during certain months of the year.

3.7.3 The main public open spaces (natural and man-made) are :-

- (a) The river valley with its river side walks and linear parks.
- (b) The Town Park (Pearse Park) opened in 1988.
- (c) Nan Minihan Walk.
- (d) Incidental small public open spaces at; Three Bullet Gate, Windmill Lane, Bullawn.

3.7.4 The main private and institutional open spaces are :-

- (a) The Rugby Field
- (b) The G.A.A. Field
- (c) Various School playing and club fields.
- (d) The Golf Course (outside the Plan Area).

3.7.5 Most of the active sports open spaces are provided by private clubs and schools. In these cases the Planning Authorities will examine the possibility of obtaining public access to these facilities by agreement.

3.7.6 Passive open space is unevenly distributed. New Ross is a relatively small town however and the countryside is only a short distance from any part of the town.

3.7.7 Future amenity facilities will include :-

- (a) Continued improvements to river side and quay areas and expansion of riverside walks. This will include the completion of a pedestrian footpath from the bridge along the Quays to Marshmeadows.
- (b) In association with community groups, a detailed study shall be undertaken of all amenity lands, in particular, the riverbank, in order to adopt a phased and structured programme of improvements and works to be carried out.
- (c) Provision of walking routes of historical and amenity interest through and across the town.
- (d) The provision of a marina.
- (e) The provision of and improvements to incidental open spaces, particularly associated with urban renewal.

3.8 SHOPPING

3.8.1 The proximity of New Ross to Waterford City means that its importance as a sub regional shopping centre is restricted. It has an important function as a local shopping and service centre for the greater part of the South Western part of County Wexford, a small area of County Kilkenny and South Carlow.

3.8.2 The main retail facilities are concentrated in the Centre of town on the eastern side of the river, on the streets radiating from the Tholsel.

3.8.3 There are over 170 retail units in New Ross with 136 of these (including one large supermarket) concentrated in the central area. The shops provide a comprehensive range of goods and services.

3.8.4 The main objective regarding shopping will be :-

- (a) The encouragement and promotion of modern town facilities.
- (b) Provision of adequate local convenience shops outside the Central Area.
- (c) Consolidating and keeping main shopping areas in the Central Area.
- (d) Exploiting opportunities for urban renewal.

3.9 COMMUNITY AND EDUCATIONAL FACILITIES

- 3.9.1 In addition to its wide range of retail, commercial and professional establishments, New Ross has a hospital, a number of residential homes for the elderly, a rehabilitation workshop, and a health clinic.
- 3.9.2 The educational facilities include five primary schools and five post primary schools. Also the New Ross Educational and Training Centre which is operated by the V.E.C.
- 3.9.3 Other facilities include a theatre, youth clubs, tennis, boat club, badminton club, golf club (outside the Plan Area) and swimming pool.
- 3.9.5 Additions to and improvement of community facilities during the Plan Period and later could include :-
- (a) Provision of a new municipal touring caravan site,
 - (b) Extension to St. Stephen's Cemetery.
 - (c) Construction of weather independent facilities.

3.10 SANITARY SERVICES - Water Supply

- 3.10.1 During the period of the 1986 Development Plan the water distribution system was augmented, by improvements to the raw water intake at Poulmonty and incidental improvements to the town distribution system.
- 3.10.2 Currently the New Ross water supply derives its raw water from the upland catchment at Poulmonty and Dranagh, Co. Carlow. The proposed augmentation scheme provides for the development of the Camross/Adamstown aquifer to cater for the West Central Regional Water Supply Scheme which includes New Ross.

3.11 SANITARY SERVICES - Sewerage Facilities

- 3.11.1 The New Ross Main Drainage Scheme is now well advanced. Completion of this Scheme will provide for collection and treatment of sewage from the town and environs including Rosbercon. The Scheme includes:-
- (a) New Sewage Treatment Works at Marshmeadows, Quay Inceptor Sewer and two Pumping Stations. This work will form the major element of the scheme and provides for the collection and secondary treatment of all sewage effluent at Marshmeadows prior to discharge to the River Barrow downstream of the town.

(b) The completion of storm and foul sewers in the Environs.

3.11.2 The scheme is essential for compliance with the European Communities Urban Waste Water Directive which requires that the collection system and treatment to a secondary level be provided by 2005 AD. The works will ensure that all untreated discharges of effluent will cease and consequently improve the river quality, in particular along the Quays.

3.12 TRANSPORT AND COMMUNICATIONS

3.12.1 New Ross is located on an important transport node in the south east. It links the midlands, south and south west with Rosslare and Waterford with Dublin.

3.12.2 The main road traffic network in the Plan Area consists of :-

- (a) The N25 (E30) Rosslare to Cork road.
- (b) The N30 National Primary route to Dublin via Enniscorthy,
- (c) Regional and County roads radiating east and west from the town centre.

3.12.3 Traffic circulation in New Ross is hindered by :-

- (a) Narrow streets,
- (b) Steep inclines (some exceed 12%),
- (c) Some through traffic mixing with local traffic in the Town Centre,
- (d) A single bridge crossing the River Barrow located close to the Town Centre,
- (e) Congestion caused by the port facilities along the Quays.

3.12.4 A major Parking and Traffic Management Study was carried out in 1991. There is insufficient parking space available in New Ross. Much of the N30 through traffic is not using the Relief Road and continues to cause congestion in the Town Centre. The implementation of some of the policies and objectives of this Plan will result in a net reduction of parking facilities in particular area. It is important to evaluate the overall benefit to the community of particular objectives relative to the need for parking facilities. It is essential that there is an overall gain in parking provision to cater for the needs of the town. Development at the South Compound provides an additional 100 spaces.

3.12.5 The report recommended;

- (a) Amendments to the Parking Regulations (including the introduction of one way streets),
- (b) The introduction of parking charges to discourage long term parking in the central area,
- (c) The provision of further off street parking facilities,
- (d) Consideration of the construction of the North Quay Link to alleviate pressure on Quay Street/North Street/John Street.

3.12.6 In addition to the recommendations outlined above, traffic circulation in and around the Town can be improved by;

- (a) Directing through traffic (particularly commercial traffic) from Enniscorthy and Kilkenny around the relief road.
- (b) The construction of a second crossing over the River Barrow in the long term.
- (c) Provision of additional pedestrian routes to the Town Centre from peripheral car parks and residential areas.
- (d) The continuation of the By-Pass connecting the N25 (E30) with the N30.

3.12.7

New Ross port, situated 32 km inland on the River Barrow, is recognised as one of the country's major ports and is well located for the transportation of goods relative to Dublin, Cork and Limerick.

PART TWO

DEVELOPMENT POLICY

CHAPTER 4

DEVELOPMENT POLICY

4.1 INTRODUCTION

4.1.1 The Planning Authority is concerned to develop the concept of community at all levels within the Plan Area, to allow for the fuller expression of local needs and aspirations; to promote self reliance at community level in many social and recreational fields and to facilitate the sense of community identity throughout the Plan Area.

4.1.2 It is policy to facilitate the growth of community self expression by giving advice to local organisations on the location and design of community facilities. Whilst social policy cannot be implemented by the formal planning process, it is the policy of the Planning Authority that the Development Plan will operate in its policy, objectives and development control decisions, to facilitate, where possible, the attainment of community goals

4.1.3 Pressures for change generally have two main sources:

- (i) when redevelopment is required in areas where the physical fabric is decayed,
- (ii) when commercial interests are in competition to establish the most profitable use of land.

Where these pressures coincide, then development can proceed, subject to normal development control considerations. Frequently they do not coincide and pressures for private commercial developments occur in areas where no physical change is required whilst rundown areas are largely ignored. This is a major problem in dealing with the renewal of urban structure, and the policy of the Planning Authority is to encourage development in areas requiring redevelopment. This will be achieved through the implementation of appropriate land use zoning, density provisions and specific objectives.

4.2 RESIDENTIAL DEVELOPMENT

4.2.1 The concentration of future development will be in the Eastern area of the town as this area coincides with the New Ross Main Drainage Scheme. The Main Drainage to date facilitates development in the Rosbercon area.

- 4.2.2 It is the policy of the Urban District Council to revitalise the residential character of the Town Centre within the town boundary through;
- (i) Urban Renewal by both private and public sectors,
 - (ii) Encouraging people to live in the Town Centre by using the upper floors for residential purposes,
 - (iii) Ensuring that the inherent character of the Central Area is protected through appropriate house design.
- 4.2.3 It is the Planning Authority's policy to encourage good quality development and a high standard of design of residential developments in the appropriately zoned areas of the Environs.
- 4.2.4. It is the policy of the Planning Authority to continue to build housing and to place a greater reliance on community based and self help housing incentives in accordance with the "Plan for Social Housing", DOE, Feb. 1991. It is also policy to dispose of Local Authority land for private housing.
- 4.2.5 In circumstances where public sewerage facilities are not available at present, the Planning Authority will consider proposals for minor developments serviced by their own treatment works subject to :-
- (a) Proposals for private sewage treatment and disposal will only be considered as an interim measure.
 - (b) Connection shall be made to the public sewerage system when this becomes available in the area.
 - (c) These developments shall be ultimately consistent with the overall Development Plan.
 - (d) The proposals shall be subject to public health considerations and proper design standards.
- 4.2.6 It is the policy of the Planning Authority to :-
- (a) Acquire land and provide housing as the need arises;
 - (b) Facilitate residential development where services are available;
 - (c) Ensure that residential developments are suitably located and that they provide a satisfactory, safe and visually pleasing environment for residents and the community in general;

- (d) Ensure that all new residential developments comply generally with the standards as outlined in the Proposed Building Regulations and that estates shall comply with the "*Recommendations For Site Development Works For Housing Areas*", An Foras Forbartha. Housing developments designed in the "*Streets For Living*" concept by An Foras Forbartha will also be considered.
- (e) Secure the completion of incomplete housing estates in the Plan area. New developments shall be phased so that in the event of non-completion of the whole development, the completed phases shall be designed to stand on their own. The Planning Authority will use its enforcement powers under the Planning Acts to ensure the completion of estates.
- (f) Ensure that all developments take place in depth and are sited so as to be capable of being economically and adequately catered for by the infrastructure provided by the Local Authority for the servicing of the Plan Area.
- (g) Encourage the extension and improvement, where possible, of the existing housing stock within the Plan Area.
- (h) Discourage the loss of habitable dwellings through neglect.
- (i) Discourage the change of use of habitable dwellings to other uses.
- (j) Exclude non compatible uses from residential areas.
- (k) Relate non residential developments in residential areas to the needs of that area.
- (l) Improve residential amenities by initiating suitable environmental improvements.
- (m) Restrict the use of mobile homes and temporary dwellings in the Development Area. Such development will not normally be permitted.
- (n) To encourage a variety of house types, and sizes in individual schemes in order to induce variety, interest, a good social mix and visual improvements.

4.3

EMPLOYMENT/INDUSTRY

4.3.1

Statutory land use planning can make land available to employment uses through its zoning function. However, it must be realised these measures may not induce employment where circumstances are not suitable. This is an important consideration which must be borne in mind in the light of the serious unemployment situation as set out earlier.

4.3.2 Notwithstanding the above, the need to expand the industrial function of New Ross is vital to the achievement of the objectives of the Development Plan, not only in realising the town's potential, but also to serve the needs of its hinterland. The Local Authorities intend to encourage and facilitate the expansion of existing industry and services in the Plan Area.

4.3.3 With regard to employment it is the policy of the Planning Authority to :-

- (a) Continue to cooperate closely with the I.D.A. in developing zoned sites for industrial and commercial uses.
- (b) Ensure that any new industrial land is serviced.
- (c) Encourage the provision of small workshop/cluster facilities for industrial and commercial purposes within the development area or at other suitable locations to facilitate the expansion of existing firms and the creation of new projects at economic cost.
- (d) To facilitate the improvements to the New Ross Port facilities in conjunction with the Harbour Commissioners and private interests.
- (e) To encourage Butlerslands and Marshmeadows as focal points for industrial development west of the river.

4.4 TOURISM AND LEISURE

4.4.1 Within the context of an integrated tourism development plan the Planning Authority will pursue a number of policies in the development of the tourist and leisure industry in cooperation with the other main tourist agencies. These policies include :-

- (a) Foster the development of New Ross as a tourist centre for both touring and based holidays,
- (b) Carry out environmental improvements,
- (c) Ensuring adequate conservation of natural resources,
- (d) Provision of traffic management schemes, establishment of tourist coach stop/service areas and signposting,
- (e) Establishment of tourist trails, pathways and rights of way to amenity areas,
- (f) Implementation of management plans for specific areas,
- (g) Assistance in provision of advisory and information services,
- (h) Seeking out new investment funds,

- (i) Encouraging the provision of more day facilities including weather independent facilities.
- (j) Encouraging the refurbishment and upgrading of all tourist accommodation,
- (k) Completion of the J.F.K. centre and to encourage its formation as a major flagship tourist attraction in the town.
- (m) Provision of a municipal touring and private caravan park.
- (n) Provision of facilities related to sports and recreation on the River Barrow.

4.4.2 The above policies will be implemented taking into consideration recommendations made by Bord Failte, S.E.R.T.O., The Wexford Tourism Council and other tourism groups. The Planning Authority will cooperate with Kilkenny County Council and hopes to foster cooperation with local interests in the planning and development of the area

4.5 REGENERATION/RENEWAL OF OBSOLETE AREAS

- 4.5.1 It is the policy of the Planning Authority to seek the designation of parts of the Town Centre under the Urban Renewal Act 1986. This will provide incentives to the private sector to undertake urban renewal developments in these areas.
- 4.5.2 It is the policy of the Planning Authority to assemble sites suitable for renewal and redevelopment and to seek the co-operation and commitment of the private sector in securing urban renewal as part of the process of strengthening the economic base of the town. This will apply to any area whether it becomes designated or not.
- 4.5.3 To secure the assembly of land for renewal, the Planning Authority may enter into partnership with private enterprise and may use its powers of compulsory purchase if necessary. The Planning Authority may also provide sites for development through the implementation of the Revolving Fund where capital recovered from the disposal of development land or redeveloped properties will be reinvested in further land for redevelopment.
- 4.5.4 Where necessary, action plans shall be prepared providing for redevelopment and reconstruction in areas selected for priority action. In this way property owners and developers will be encouraged to contribute to the renewal of obsolete and other areas. Other areas may also be made the subject of action area plans should this appear necessary during the Plan period, in particular Barrack Lane.
- 4.5.5 The Urban District Council intend to facilitate the consolidation, expansion and re-development of the Town Centre Area to serve its large hinterland population to act as a Regional Centre, having special regard to :-

- (a) Maintaining its unique historical and architectural character with its narrow street network, where practicable, through ensuring the highest architectural and civic design standards.
- (b) Providing for the revitalisation and intensification of commercial activity and improving social and community facilities, while also maintaining and revitalising its residential character through use of upper floors.
- (c) Creating a more pleasant environment for pedestrians,
- (d) Relieving traffic congestion, improving the free flow of traffic and providing additional car parking facilities,
- (e) Actively encouraging the development of backland areas,
- (f) Encourage the relocation of non conforming uses i.e. existing activities that are out of character with the zoning objectives of the area.

4.6

TOWN CENTRE AMENITY

4.6.1

Within the Town Centre the Urban District Council intend to improve amenity through the preparation of a Town Centre Improvement Plan which will include :-

- (a) The introduction of further traffic management schemes and pedestrianisation of some of the main streets,
- (b) The provision of landscaping, floral displays and street furniture,
- (c) Placing existing and future services underground and the elimination of the existing wirescape. Some of these schemes are in progress, others will be identified in the Development Objectives section of this Plan,
- (d) The removal of inappropriate signs,
- (e) The extension and repair of footpaths, retaining stone kerbs and paving slabs where possible,
- (f) Improvements to shopfronts and facades of buildings.
- (g) Preservation of the distinctive character of the narrow lanes and carrying out improvements to these where appropriate.
- (h) Continue to provide floodlights on prominent public buildings with the assistance of other bodies.

4.6.2 Streetscape and other views will be conserved, and particular regard will be had to the amenity development of settings and vistas of the buildings of artistic, historical or architectural interest.

4.6.3 The guidelines contained in "New Ross Improvement Study," Shaffrey Associates, June 1988 will be incorporated where appropriate into the improvements to the town centre amenity.

4.6.4 The guidelines contained in "Conservation Guidelines". No 1 - 16 prepared by the Department of the Environment 1977 will be incorporated where appropriate into the improvements to the town centre amenity.

4.7 SHOPPING

4.7.1 The New Ross shopping area constitutes the dominant shopping focus for its Environs and a large part of western County Wexford. The future distribution of shopping in the New Ross Area will be significantly affected by the present location, extent and range of shopping facilities, the growth in car ownership and changing shopping habits. In preparing its policy on shopping, the Planning Authority is aware that it is not a function of planning either to reduce or encourage competition amongst traders. Nevertheless, the social considerations of shopping, its role as a focal point at town and district level, oblige the Planning Authority to consider fully the effects of new shopping development on existing facilities.

4.7.2 It is the policy of the Planning Authority to :-

- (a) Facilitate improved access to the central shopping area,
- (b) Encourage the location of new shopping facilities in the central area. The replacement of retail businesses with commercial institutes and / or office accommodation will generally be limited to 10% of linear frontage of ground floor accommodation in South Street, North Street, Quay Street, Charles Street and Bridge Street, to maintain quality of shopping in the town centre area.
- (c) Improve pedestrian facilities
- (d) Improve the general amenities of the Town Centre
- (e) Encourage and facilitate the provision of neighbourhood centres in the areas outlined in the Council's zoning and development objectives,
- (f) Consider the provision of local late opening convenience or corner shops on their merits particularly in areas not already served by such shops - the Planning Authority recognises the value of these shops in providing a service to the community,

4.7.3 It is the policy of the Planning Authority to restrict large scale out of town shopping development. This is because of the adverse effects which such development may have on existing communities and their shopping outlets, including effects on the variety and convenience of local shopping. In addition such development may aggravate the problem of maintaining viable central urban areas and of promoting necessary urban renewal and the use of existing capacity in urban infrastructure. This policy is in line with National Policy as set out in S.1 Number 264 of 1982.

4.8 **CONSERVATION**

4.8.1 It is the policy of the Planning Authority to preserve and protect buildings, structures and features of historic, architectural, archaeological or artistic interest, which contribute to the character of the town. The Planning Authority recognise that New Ross contains areas of special interest with remnants of medieval (and earlier) planning and layout, as well as individual buildings, some of the qualities cannot be listed i.e. the street and laneway patterns, vistas etc. However, it is intended to include these valuable assets within a "Conservation Area", as the street plans themselves are the oldest element in the townscape. The Conservation Area is the area of New Ross is indicated on map No. 4 of the attached schedule of maps.

4.8.2 (a) The land under the old town is of archaeological importance. It is the policy of the Planning Authority to protect and preserve the urban archaeology of New Ross. To ensure this, any private and public developments in the vicinity of a listed archaeological site or within an area of known archaeological interest shall not adversely interfere with the sensitive archaeological strata. The U.D.C. may require that archaeological investigations be undertaken prior to commencement of development. All such investigations must be undertaken by a qualified archaeologist in consultation with the U.D.C. and the O.P.W.

(b) When deciding to grant permission for applications in the vicinity of a listed archaeological site or within an area of known archaeological interest, the U.D.C. may impose conditions which render the developer liable for the cost of the archaeological record. Conditions may be imposed which modify the development in order to facilitate an archaeological investigation or preserve the archaeological record.

4.8.3 An Area of Archaeological Potential as designed by the O.P.W. under Section 12 of the National Monuments Act, 1994. This has been indicated on map No. 4 of the schedule of maps.

4.8.4 **Conservation Area Management**

(a) New Ross within the old town walls consists of:-

(i) A network of streets and lanes around the medieval town on the site of the walls. Any Planning applications received in this area which will involve erection and or demolition works will be referred to the appropriate Government Departments. (5.10.9 and 5.10.10).

(ii) A medieval ground plan of the town as a loose grid of narrow streets and lanes several of these are of great significance in the context of 1798, The Bullgate, Nevill Street (Bewley St., Mary St., Chapel Lane).

(iii) The Bridge and Quays.

(iv) The majority of listed buildings and structures.

The events of 1798 have played a large part in the town's history and also the town's fabric. Therefore, special care is required when dealing with development proposals which affect the entire area not just the listed buildings and structures. It is the policy of the Planning Authority to preserve intact the grain of the existing built environment within the old town walls of New Ross.

- (b) As stated before, the listings recognise the important industrial heritage of New Ross. It's function as a port, both today and in the past, has an important part to play in the context of it's image. Particular emphasis will be placed on the Quay in the conservation area management, where the existing warehouses and storehouses are prominent and are essential components of the town.
- (c) In considering proposals for any development or re-development within the conservation area it will be the policy to have regard to:
- (i) The existing assets i.e. the existing buildings, the urban landscape and streetscape.
- (ii) The impact of the development on the existing amenities e.g. intensification of traffic, creation of pedestrian routes.
- (d) The Planning Authority recognise that the essence of the conservation area management not only involves the buildings but also the treatment of the spaces between them. The policy will be to provide a planned programme for the enhancement of the streets and open spaces. The key elements such as pavements, walls, street furniture, signs, road surfaces, trees and lighting shall be provided in a complimentary manner in order to improve the ambience and the townscape qualities of the area. (These have been outlined in the objectives of the plan Section 6.12).
- (e) In order for the policies and objectives to be implemented the Planning Authority acknowledges that it is a catalyst, and it will be their policy to encourage local, community and individual involvement in attaining the policies and

objectives of the conservation area and the listed buildings. The Planning Authority will be committed to encouraging and assisting in any way a sustainable, vigorous and imaginative input at community level e.g. the involvement in the Tidy Towns Competition is recognised at national level as a key to stimulating community involvement.

- (f) In the conservation area, it will be the policy of the Planning Authority when dealing with both listed and unlisted buildings:-
- (i) To discourage the replacement of existing doors and windows with incongruous replacements, any replacements shall respect the character of the building and its originals. Any building, listed or otherwise which has already installed doors/windows which are considered to be in conflict with the building and conservation area will be encouraged to replace these with doors and windows sympathetic to the building and the streetscape.
 - (ii) To discourage plastering over previously exposed stonework and in particular instances painting of previously unpainted buildings and sections of buildings.

4.8.5 It is the policy of the Planning Authority to preserve and improve the natural and man made heritage of New Ross by :-

- (a) Conserving the narrow street and lane network, recognising their importance as pedestrian routes,
- (b) Conserving frontages to urban open spaces and squares, to maintain their "enclosure", controlling car parking and restoring amenity qualities,
- (c) Conserving generally buildings and structures of artistic, historical or architectural interest, including feature details, e.g. natural stone warehouses, slate walled buildings, splayed back corners on buildings and encouraging new uses,
- (d) Positively and actively encouraging redevelopment and renewal of derelict and obsolete sites in a manner sympathetic with and complementary to neighbouring structures. This includes the maintenance of building and height lines and conformity with fascia level and windows,
- (e) Conserving the setting and vistas of the towns's major artistic, historical and architectural features, as listed in Section 6.10 ensuring that new developments will be sympathetic and complementary in character,

- (f) Ensuring that new developments reflect the highest standards of design and layout,
- (g) Encouraging shop fronts and advertising signs, where permitted in the Town Centre, to reflect traditional styles in sympathy with the character and quality of the main shopping streets,
- (h) Encouraging ground floor uses and conversions, in Town Centre streets to be in keeping with the character of the upper levels of buildings.
- (i) Preserving and protecting the areas and sites of Scientific Interest (Proposed Natural Heritage Areas) in the interests of education, enjoyment and tourism. These sites are outlined in Section 6.11.

4.8.6 It is the policy of the Planning Authority to utilize and promote within reason the recent Department of Environment publication "Conservation Guidelines" (nos 1-16) in relation to the designated conservation area.

4.9 SHOPFRONTS AND ADVERTISING

4.9.1 Shopfronts

Shopfronts and advertising make a significant contribution to the quality and character of the streetscape especially at pedestrian level. It is the policy of the Planning Authority to preserve traditional shop fronts of architectural and townscape importance. These have been listed for Preservation, see Section 6.1 of this plan.

4.9.2 Where an original shopfront was replaced by a poorly designed shopfront, it will be the policy of the Planning Authority to encourage the reinstatement of a shopfront which is both complementary to the building and the streetscape.

Where it is proposed to insert a new shopfront or build a new shop into an existing building, it will be policy to ensure that the predominant vertical and horizontal lines in facade of the street are maintained and that the design guidelines for new shopfronts as outlined in 5.8 of this Plan, are adhered to.

4.9.3 Large Signs

4.9.3 Large signs, hoardings and free standing advertising structures dominate the streetscape character and interfere with pedestrian movement. It is the policy of the Planning Authority to prohibit such forms of advertising. Exceptions to this policy may arise in the case of derelict sites where well designed advertising on a large scale can detract from the unsightly dereliction. Such exceptions to the above policy will be decided on the merits of each individual case.

4.9.4 It is the policy of the Planning Authority to :-

- (a) Identify suitable outdoor poster advertising sites on an ongoing basis. Outdoor poster advertising at all other locations will be prohibited,
- (b) Ensure that the form and design of advertising should relate to the overall design of the shopfront and building elevation. Internally illuminated box signs will not be allowed. Suitably designed hanging signs will be permitted,
- (c) Rigorously ensure enforcement of existing legislation in relation to unauthorised advertising.
- (d) To rationalise the number of signs on the approach roads into the town.

4.10 RECREATIONAL OPEN SPACE AND AMENITIES

4.10.1 Public open space will be retained for that purpose and it is intended that additional open space will be provided by acquisition and by agreement in respect of privately owned open spaces. It is the policy to :-

- (a) Maintain and improve pedestrian access to existing and proposed recreational amenity open space,
- (b) Develop incidental open spaces as links in an overall network,
- (c) Retain open spaces in private ownership as far as possible for recreational purposes,
- (d) Provide safe paved spaces for intensive use in the more densely developed residential areas where it is not at present feasible to create large recreational open space,
- (e) Provide, subject to consultation with local representatives and developers, play lots in developments where there are large numbers of children,
- (f) Encourage the provision of community and recreational buildings,
- (g) Continue to maintain and improve open space in public ownership, subject to the overall demands made upon its financial resources, and the needs of the community for other priority services,
- (h) Investigate the feasibility of obtaining public access by agreement to private institutional open space,

- (i) Foster the development of the natural amenities of the River Barrow and encourage greater use of river based activities. Where appropriate the Planning Authorities will encourage developments adjacent to the river to improve their riverside areas for amenity purposes and new designs to reflect the importance of the river.

4.10.2 The Planning Authorities will rely to a large extent on private clubs to fulfil the active recreation needs by providing recreational facilities and playing fields.

4.11 TRANSPORTATION COMMUNICATIONS AND PARKING

4.11.1 The Planning Authority recognises the importance of the transport system (including the port), its impact upon the social and economic activities of the community and the need to balance the free flow and movement of traffic with the protection of the character of the town. It is the policy of the Planning Authority to :-

- (i) Improve and upgrade the urban street and road network,
- (ii) Establish a road system designed to serve the projected land use pattern,
- (iii) Control access and number of junctions onto the main approach roads to the town and the distributor road network in the interests of safety and free flow of traffic and the need to prevent the reduction in capacity and level of service of the roads and the dissipation of the public capital investment involved.
- (iv) Ensure that access roads from distributor roads are self contained routes and not through routes,
- (v) Preserve public rights of way,
- (vi) Provide parking facilities for disabled persons within the Town Centre,
- (vii) Update the "New Ross Parking and Traffic Management Report," August 1991, to include an action plan to :-
 - (a) Identify problems and problem areas,
 - (b) Identify the management and parking needs of the town
 - (c) Identify suitable sites for new car parking facilities
 - (d) Identify suitable areas of pedestrian priority or pedestrianisation of streets in the town centre

- (viii) Encourage the provision of off-street parking to provide for short-term requirements,
- (ix) Ensure that the implementation of any action plan does not adversely affect the inherent character of the town and streetscape.
- (x) Improve and provide additional public lighting.

4.11.2 PUBLIC TRANSPORT

The Planning Authority will co-operate with Iarnrod Eireann and any other relevant bodies in the improvement of the public transport system when necessary.

4.12 SANITARY AND ENVIRONMENTAL SERVICES

4.12.1 The Planning Authorities will seek to upgrade and improve the drainage network through the completion of the New Ross Main Drainage Scheme;

- (a) New Sewage Treatment Works at Marshmeadows, Quay Interceptor Sewer and two pumping stations.
- (b) Completion of storm and foul sewers in the Environs.

4.12.2 In order to maximise the benefit from the capital expenditure in the Main Drainage it is the policy of the Planning Authorities to:

- (a) Encourage development in the development area so that the most efficient use of land and services is secured,
- (b) Ensure that developers provide efficient drainage systems with separate surface water drains,

4.12.3 Through the improvement of the sewerage system and the provision of an efficient system it is envisaged that all land allocated for development, in the Land Use Zoning Map will be adequately serviced in the long term. Development will normally be conditional on the availability of the necessary public services.

4.12.4 It is the policy of the Planning Authorities to provide an adequate, safe and potable water supply for the town. To this end it is the policy to :-

- (a) Protect the water sources from pollution,
- (b) Protect the public ground water abstraction and complete development in accordance with the Wexford County Council Aquifer Protection Policy,
- (c) To ensure that supply is adequate to meet demand and to augment the system if necessary.

4.13 ENVIRONMENT

4.13.1 The Council recognises the importance of environmental protection. The Council's policy with regard to the various aspects of the environment is outlined below.

4.13.2 Protect and improve the quality of the lands, water and air in and adjoining New Ross Town. The Council will be guided by the Department of the Environment Environmental Action Programme, which takes account of existing and proposed Irish, EC and international legislation and of the local and global environment.

4.13.3 Promote efficient use of energy through good design and practice, waste minimisation and recycling, the reduction in the use of non renewable energy sources and environmental auditing.

4.13.4 Air Quality Management

- (a) Continue to monitor and regulate air pollution as necessary through the Local Government (Air Pollution) Act 1987.
- (b) Investigate the designation of specified areas in New Ross as "Smokeless Zones".
- (c) Encourage the use of Wexford County Council's CFC recovery facilities for domestic fridges and encourage CFC recovery from industrial/commercial units.

4.13.5 Water Quality Management

- (a) Protect the water sources and supplies within the plan area in accordance with the policies outlined in the County Wexford Development Plan 1993.
- (b) Control water quality and regulate point and diffuse discharges to waters through the Local Government (Water Pollution) Acts, 1977 and 1990. The Council will enforce compliance with the Acts through the courts if necessary, and adopt the "polluter pays" principle.

- (c) Ensure that new development is in compliance with statutory requirements in relation to pollution control.

4.13.6 Waste Disposal and Management.

- (a) Implement the policies in the Council's Waste Plan 1981 and review the Plan as necessary.
- (b) Carry out and monitor waste disposal operations in accordance with the Council's Waste Plan, having due regard to Irish and European waste regulations and to the necessity of minimising the impact of waste disposal on the general environment.
- (c) Continue to provide waste disposal facilities to cater for future commercial and domestic refuse.
- (d) Discourage unlawful dumping by providing adequate facilities for the public to dispose of waste; and by providing for adequate refuse collection services in the town, and by enforcement of the Litter Act 1982 and the EC Waste Directive.
- (e) Prepare and adopt a recycling plan and facilitate and support the provision of waste recycling schemes.
- (f) Facilitate and support waste reduction.
- (g) Monitor the storage, transportation and disposal of special wastes.
- (h) Monitor the disposal of sludges.
- (i) Prepare and adopt a Special Waste Plan.

4.13.7 General

- (a) The Local Authorities will keep themselves informed of the global environmental situation and of potential impacts on New Ross and have regard to such potential impacts in forward planning and design policy.
- (b) Encourage greater environmental awareness in the community.
- (c) Protect the tree stock in the New Ross area by carrying out and encouraging the planting of coppices or groups of trees where appropriate and the replacement of trees lost by storm damage. The Planning Authority intends to plant trees on selected sites in co-operation with the Forest Service under the Urban Afforestation Programme.
- (d) Co-operate with all statutory and community environmental agencies and organisations.

- (e) Ensure the reduction of energy wastage through the implementation of energy conservation measures and the encouragement of the private sector to do the same.
- (f) Assist in the promotion of the use of renewable energy resources while ensuring that their exploitation is not detrimental to the environment.
- (g) Ensuring that Environmental Impact Assessments required for specified developments are comprehensive with regard to the requirements under the EEC Environmental Impact Assessment (EIA) Directive, 85/337/EEC. These are required to assess and minimise the potential environmental impact of permitted development.

4.14 OBSOLESCENCE AND BLIGHT

- 4.14.1 It is the policy of the Planning Authority to clear and redevelop areas of obsolescence and blight and to exercise its powers under the Derelict Sites Act, 1990 in relation to derelict sites in the Plan Area. Particular regard will be had to the future of the railway.

4.15 SECURING OBJECTIVES AND REVIEW OF THE PLAN

- 4.15.1 The Planning Authority will take such steps as may be necessary to secure the policies and objectives of this plan and will safeguard the lands required for medium and long term objectives. The Plan will be reviewed from time to time as occasion may require and at least once every five years. ↯

PART THREE

DEVELOPMENT CONTROL

CHAPTER 5

DEVELOPMENT CONTROL

5.1 INTRODUCTION

5.1.1 The Planning Authority is required to control development by ensuring that permissions granted under the Acts are consistent with the policies and objectives of the Development Plan. This part of the Development Plan is concerned with the standards which will be applied to development proposals.

5.1.2 It takes account of the review of the policy statement and new circumstances relating to the control of use and the protection and improvement of the environment generally. Provision is made for a range of prescribed standards applicable in particular circumstances where proposed development is otherwise consistent with proper planning and development and the preservation and improvement of amenities.

5.1.3 It is clear that matters other than that of the specific provision of the Development Plan must be considered in dealing with applications for permission to carry out development or in deciding on the serving of an Enforcement Notice against unauthorised development. The Planning policies adopted by the Planning Authority in respect of the various areas of the Plan Area shall be the main basis of assessment of proper planning and development.

5.2 DEVELOPMENT STANDARDS

5.2.1 In assessing whether a proposed development is in accordance with the proper planning and development of the area, it is necessary, apart from the wider policy issues and objectives, to relate it to a series of more specific and detailed planning principles, standards and regulations which are outlined in this Development Plan. These are set out under the following headings :-

- (a) Land Use Zoning Objectives;
- (b) Site Development Standards;
- (c) Residential Development and Design Standards;
- (d) Design Considerations :-
 - (i) Public Buildings
 - (ii) Shop Fronts
 - (iii) Convenience Shops

- (iv) Buildings or structures of artistic, architectural or historic interest
- (v) Advertising Signs and Structures
- (vi) Industry
- (vii) Petrol Filling Stations and Service Stations
- (e) Roads and Traffic, Parking Accommodation, Loading and Unloading;
- (f) Bonds and Development Charges.

5.3 LAND USE ZONING OBJECTIVES

5.3.1 The purpose of land use zoning is to indicate the development objectives of the Planning Authority for the use solely or primarily of particular areas for particular purposes. In regard to time, therefore, no limits can be put to the period within which any zoning objectives can be achieved. Consequently, in areas where re-development is envisaged the ultimate desirable use is indicated.

5.3.2. The following are the zoning objectives :-

- (a) To protect and/or improve residential amenities,
- (b) To provide for and improve Town Centre facilities,
- (c) To provide for industrial and related uses,
- (d) To preserve and/or extend recreational amenities including open space.

5.3.3 The acceptability of certain uses in particular zones is self-evident as is the unacceptability of other uses. Over a wide range of uses, the degree of acceptability can only be judged on the basis of specific applications where the nature, scale, intensity, ancillary effects and demands of the proposed use can be studied. The Land Use Zoning Objectives are shown on Map Number 1. attached to the Development Plan.

5.3.4 The Land Use Zoning Objectives relate to new proposed developments in each zone. Existing established uses will remain undisturbed and consideration will be given to allowing reasonable extensions to these developments.

5.3.5 A matrix Table 4 sets out the acceptability or unacceptability of various uses of each of the Land Zoning Objectives.

TABLE 4

LAND USE ZONING MATRIX

		ZONING OBJECTIVES			
USE CLASS		RESIDENTIAL	TOWN CENTRE	INDUSTRY	OPEN SPACE
		A	B	C	D
1	Residential	YES	YES	NO	NO
2	Open Spaces	YES	YES	YES	YES
3	Public Service Installations	YES	YES	YES	*
4	Education	YES	YES	*	NO
5	Places of Public Worship	YES	YES	NO	NO
6	Residential Institutions	YES	YES	NO	NO
7	Medical & Related Consultants, Health Centres (Clinics)	*	YES	NO	NO
8	Nursing Homes	*	*	NO	NO
9	Hospitals	*	*	NO	NO
10	Community Halls	*	YES	NO	*
11	Sports Clubs, Recreational Bldgs	*	YES	*	*
12	Cultural Uses, Clubs (Private)	*	YES	*	NO
13	Guest Houses	*	YES	NO	NO
14	Hotels	*	YES	NO	NO
15	Restaurants	*	YES	NO	NO
16	Public Houses	*	*	NO	NO
17	Shops	NO	YES	NO	NO
18	Shops (Convenience)	*	YES	*	NO
19	Offices	*	*	*	NO
20	Repair Garages and Panel Beating	NO	*	*	NO
21	Petrol Stations	NO	*	*	NO
22	Motor Sales Outlets	NO	*	NO	NO
23	Car Parks	*	YES	YES	*
24	Heavy Commercial Vehicle Parks	NO	NO	*	NO
25	Dance Halls, Discos, Night Clubs	NO	YES	NO	NO
26	Wholesale/Cash & Carry Outlets	NO	*	*	NO
27	Warehouses	NO	*	*	NO
28	Industry (Light)	*	YES	YES	NO
29	Industry (General)	NO	*	*	NO
30	Small Workshop/Craft Industry	*	*	*	NO
31	Advertisements, Advt Structures	NO	*	*	NO
32	Agricultural Machinery Outlets	NO	NO	*	NO
33	Amusement Arcades	NO	*	NO	NO
34	Caravans and Mobile Homes	NO	NO	NO	NO
35	Holiday Homes (Solid Construction)	*	*	NO	NO
36	Take Away Hot Food Shops	NO	*	NO	NO
37	Funeral Parlours	*	YES	NO	NO
38	Betting Offices	NO	*	NO	NO

NOTE YES Indicate Use Normally Permitted

NO Indicate Use Not Permitted

* Indicate Use Open To Consideration

For descriptions of Zoning Objectives see Section 5.3.2.

5.3.6 "Open To Consideration"

It is only in particular cases where the Planning Authority is satisfied that the uses would not conflict with the general objectives for the zone and could be permitted without undesirable consequences for the permitted uses that could be allowed. Then, subject to compliance with zoning objectives and other control criteria, they may, in special circumstances, be permitted.

5.4 SITE DEVELOPMENT STANDARDS

5.4.1 Density

Density is a measure of the relationship between buildings, persons and their surrounding space. For the purposes of the Development Plan, nett residential density is the area of land occupied by dwellings and gardens, any incidental open space, and half the width of the surrounding roads. Excluded from nett residential density are local shops, primary schools, most open space and all other types of development.

5.4.2 In establishing the nett residential density in any particular area regard will be had to the following criteria :-

- (a) Single houses in unserviced areas.
Density will be determined having regard to the requirements for percolation areas. (See para. 5.5.16)
- (b) Single houses in serviced areas.
Density will be determined by the criteria in para. 5.4.3.
- (c) Estate Developments.
5 to 30 houses per hectare (2-12 per acre).
- (d) Built up areas in the Urban District.
30 - 40 houses per hectare (12 - 20 per acre).
Higher densities may be approved in the case of urban renewal.
- (e) Flats.
Maximum 82 per hectare (33 per acre).

5.4.3 The standards quoted are those which may be generally permitted and are, in all cases, subject to the following criteria :-

- (a) The extent to which the layout meets all other criteria for residential development, both qualitative and quantitative.
- (b) The need to ensure the most economic use of land and services. In the case of larger sites the location of the house should not preclude further development of the site.

- (c) The capacity of the infrastructure to absorb the demands of the proposed development.
- (d) Existing densities in adjoining residential areas.
- (e) Existing site features including landscaping.

5.4.4 Building Lines

Building lines will be determined having regard to :-

- (a) The category of road
- (b) Safety of road users
- (c) Future road widening
- (d) Need for greater amenity
- (e) Form of development in the area.
- (f) The provision of on-site carparking.

Generally development shall not be carried out in front of established building lines or in a position which would be in conflict with a building line which may be determined;

5.4.5 Site Coverage

Site coverage is determined by dividing the total ground floor area of the building by the total site area. The maximum development intensity on a particular site will be determined, having regard to criteria such as height, open space, protection of amenity and privacy. Generally, site coverage for development in the Town Centre zone should not be more than 80%. In the more densely developed parts consideration will be given to allowing higher site coverage if the Planning Authority considers it to be acceptable.

5.4.6 Height of Structures

The size and height of a new structure shall be such as not to be disproportionate with the size and height of structures generally in the area or with features in the landscape, to such a degree as to injure the amenity value of the area.

Where, in the opinion of the Planning Authority, a high building is acceptable, a high standard of design and finish shall be required, commensurate with the location and civic importance of the site.

5.5 RESIDENTIAL DEVELOPMENT AND DESIGN STANDARDS

- 5.5.1 The Planning Authority's standards relating to estate residential development, in areas other than the Town Centre Zone, are as follows :-
- 5.5.2 The development must be seen as a *unified concept* with its special characteristics displayed in the height of the houses, roof profiles, finishes and colours of walls and roofs, the road and footpath network, building lines and open spaces.
- 5.5.3 *Small dwelling houses* should be designed to allow for convenient extension for future needs. A variety of houses is desirable to provide for different family sizes.
- 5.5.4 *Communal open space* in residential development (in excess of the open space attached to dwellings) shall be provided at the rate of not less than one hectare per 150 dwellings or 10% of the total area of the site, whichever is the greater. In calculating the area of open space, the area of roads, footpath and grass margins shall not be taken into account. Land reserved for open space shall be retained for that purpose and shall be available for use by residents prior to the completion of the development.
- 5.5.5 In certain cases where it is not appropriate to provide open space in accordance with the above standards, the Planning Authority may, by conditions attached to a permission, require the developer to pay a stated sum of money towards the cost of providing open space elsewhere as provided for in Section 26 of the Local Government (Planning and Development) Act, 1963.
- 5.5.6 *Private open space* in rear gardens shall not be less than 100 sq. m. (1076 sq. ft.) in area and 11 m. (36 ft.) deep.
- 5.5.7 In the case of houses on unusually shaped sites these standards can include private open space to the side of the house.
- 5.5.8 A *landscaping scheme* should be designed as an integral part of the development. Existing trees and hedges should be retained where possible and such trees should be carefully marked on the site for preservation before any development commences.
- 5.5.9 To ensure maximum *privacy* in rear gardens of existing developments adjacent to proposed housing developments, a 2 m. high screen boundary shall be provided along boundaries of existing adjoining gardens. The screen shall consist of walls, fences, hedges or trees.

Windows shall generally not overlook private open spaces in rear gardens of neighbouring houses.

- 5.5.10 *Footpaths* shall be dished at road junctions to allow for easy crossing. Where grass verges are provided between the footpaths and the roadway, these shall be bridged by a pathway at appropriate locations.
- 5.5.11 A system of *pedestrian rights of way* separate from the roads layout shall be provided where the Planning Authority requires it. These shall link shops, community buildings, adjoining development and open spaces. Cycleways shall be provided where appropriate.
- 5.5.12 The *road layout* should be such as to discourage through traffic. Houses along the roads shall be designed and laid out so as to minimise the effect of traffic on the occupants. This may be achieved by appropriate building lines, internal layout and landscaping.
- 5.5.13 The *height of new buildings* in residential areas with a suburban residential character shall not exceed 15 metres. This maximum height may be accepted only on sites of an area sufficient to allow the building to be sited in a manner which will not interfere with the amenities of existing development.
- 5.5.14 *Buildings and circulation areas* shall be designed jointly and not treated as separate elements.
- 5.5.15 In the case of housing estate developments, the whole development should be *phased* so that each phase is a complete entity and to a standard that is capable of being taken in charge by the Planning Authority.
- 5.5.16 Where *new single* houses are concerned and where public sewerage connections are not available, the appropriate standards for the percolation systems as defined by EOLAS (formerly the IIRS) "Standard Recommendation for Septic Tank Systems" SR6;1991 will apply. The house shall be connected to the public sewerage scheme when this becomes available.
- 5.5.17 Where possible, *electricity, telephone and cable services* should be underground. Provision should be made for the siting of transformer stations, pumping stations and other necessary service buildings in unobtrusive positions.
- 5.5.18 *Public lighting* shall be in accordance with BS 5489.
- 5.5.19 In new areas of estate development in areas zoned for residential purposes, provision for *community facilities* shall be required where the Planning Authority considers it necessary.
- 5.5.20 In general, residential development shall comply with the *standards* outlined in the Proposed Building Regulations, "Recommendations For Site Development Works For Housing Areas", An Foras Forbartha (1974), and "The Streets For Living" concept of An Foras Forbartha (1976) and any other standards that the Planning Authority may adopt during the Plan period.

5.6 RESIDENTIAL DEVELOPMENT IN THE TOWN CENTRE

5.6.1 The character and density of development in the suburbs and the town centre is very different and the overall aim is to ensure that the inherent character of the Town Centre is maintained.

5.6.2 In the Town Centre Zone :-

- (a) New development shall reflect the character of the area,
- (b) Frontages onto the existing streets shall reflect the character of the street through careful design and use of materials,
- (c) Development in new courtyards should reflect the character of the townscape generally, but fresh approaches to design will be considered,
- (d) In the smaller urban open spaces, landscaping shall be efficient and aesthetic with the careful use of paving, seating, shrubs, specimen planting and low maintenance general planting,
- (e) Access to courtyards should be generally through arches so as to avoid breaking existing street frontages.

5.6.3 In the case of flat blocks :-

- (a) Communal open space for residents should not be unduly overshadowed by the blocks and should be laid out in a bold fashion to provide for ease of maintenance,
- (b) Secluded sunny areas and shade should be provided by careful choice of planting,
- (c) Storage for garden maintenance equipment, refuse disposal and fuel storage facilities, should be provided where appropriate,
- (d) Car parking areas should be broken up by planting and located where they do not obtrude into the layout and yet provide for reasonable convenience for users.

5.7 ACCESS FOR THE DISABLED

5.7.1 All new buildings, i.e. buildings ordinarily used in whole or in part by the public must comply with the standards set out in "Access For The Disabled - Minimum Design Criteria" National Rehabilitation Board, November, 1988.

- 5.7.2 In the case of community centres and buildings which are commonly used by the disabled or old people for social purposes, the Planning Authority will require developers to incorporate the "Minimum Design Criteria" published by the National Rehabilitation Board and Part M of the Building Regulations 1991.
- 5.7.3 Sign plates advertising facilities available for the disabled will be required in these buildings where such facilities are provided.
- 5.7.4 It is the policy of the Planning Authority to dish footpaths at suitable locations to facilitate the disabled and to ensure that private developers do the same.

5.8 DESIGN OF NEW SHOPFRONTS

- 5.8.1 The design of the shopfront shall have regard to:-
- (i) the existing grain of development along the street or in the vicinity of the site, as the case may be.
 - (ii) the scale, proportions and upper floors of the existing building.
- 5.8.2 Plain and simple materials will be encouraged, plain plaster and timber finishes are preferable. Plastic, neon and interior lit signs will not be permitted. Also materials which are considered to be unduly reflective and glossy in appearance will not be permitted.
- 5.8.3 Lighting, where required should be external.
- 5.8.4 The shopfront may not necessarily be a direct copy of traditional types. Special consideration shall be given to complementary and simple designs, using plain materials.
- 5.8.5 Where traditional shopfront types are being copied, the following criteria shall apply:-
- (i) the shopfront components i.e. the finial, cornice, bracket, etc. should accurately reflect existing examples within the town.
 - (ii) careful consideration should be given to the colour both of the new shopfront and the upper floors of the building.
 - (iii) careful consideration shall be given at the design stage to the form of lettering. Traditional hand painted writing will be encouraged.
 - (iv) the use of the Irish language and old celtic writing will be strongly encouraged.

- 5.8.6 Shopfronts and fascia boards should not extend across two or more plot widths without the provision of a visual stop in order to maintain a solid and balanced appearance.
- 5.8.7 A multiplicity of signs and advertisements produces a visual clutter and this will be discouraged. Projecting or hanging signs will be restricted to:-
- (a) Hand-painted timber signs only, externally illuminated.
 - (b) One per shopfront.
 - (c) At first floor level only, and if it is proposed at ground floor level, it shall not interfere with the safety of traffic or pedestrians.
 - (d) They shall not exceed 1 metre x .7 metres in size.
 - (e) They shall have a permitted life of five years maximum.
 - (f) Special consideration may be given to banners and any such proposals should be accompanied with a maintenance plan. These would only be permitted for a period of three years. Any individual company or otherwise erecting a banner shall require the prior consent of the U.D.C.

5.9 CONVENIENCE SHOPS

- 5.9.1 Local late opening convenience shops or small "corner shops" will be open to consideration in areas not already served by such shops. A single grocery shop, which would not be part of a single dwelling and is not more than 37 square metres (400 square ft.) in gross floor area may be permitted. The number and distribution of these shops in a particular area and the potential impact on the residential amenity of neighbouring properties and traffic safety will be taken into consideration.

5.10 BUILDINGS AND OTHER STRUCTURES OF ARTISTIC, ARCHITECTURAL OR HISTORIC INTEREST

- 5.10.1 The listed buildings are outlined in Section 6.1 of this plan. During the review of the plan, C.A.A.S. were commissioned to carry out a comprehensive survey on the town. Based on this the buildings listed, are considered to be of cultural, architectural and historical importance and tourism assets to the local economy and a number of them are of international and national importance.
- 5.10.2 Particular emphasis has been directed at maintaining and enhancing the industrial heritage of the town and much of the attraction of the Quay in New Ross resides in its heritage buildings, which though often not individually spectacular, do contribute to its distinctive character, and can make a major impact if used for the

right purposes. Wherever possible, the Planning Authority will ensure the warehouses are protected and seek opportunities for their more effective use.

5.10.3 The list is sub-divided into the following categories:-

- A. National.
- B. Regional.
- C. Local (Shopfronts).

Under the Local Government (Planning and Development) Acts, 1963 to 1992 and the 1994 Regulations, the demolition of, or any material alteration to a listed building requires planning permission. The Lists are outlined in Part Four of this plan.

New Ross was once well endowed with original shopfronts. Gradually, and in particular during the last ten years, these original old shopfronts are becoming depleted. The remaining shopfronts which are considered to be intact, or have had a number of alterations carried out on them, have all been listed (List C) for preservation. In general, the need to replace or alter old shopfronts will be restricted where feasible, and all works must be shown to be necessary.

5.10.4 In relation to the listed buildings and structures, and the conservation area, the Planning Authority's main objective is to encourage retention and rehabilitation as opposed to renewal and redevelopment. It is recognised due to the age and condition of certain buildings, the cost may be excessive. Therefore, in these instances, a practical approach will be adopted by the Planning Authority in assessing any planning applications of this nature.

5.10.5 Special consideration will be given to the listed buildings regarding development charges (sanitary services only) which are outlined in Section 5.20 of the plan.

5.10.6 It is an objective of the Planning Authority to secure the preservation of buildings, and structures or features of architectural, artistic or historic interest listed in List A.

5.10.7 It is the intention of the Planning Authority in the event of an application being made for permission to alter or demolish any of the buildings or other structures listed, to consider the preservation of such buildings or other such structures, and to refuse permission where the Council decides such structures should be preserved.

5.10.8 Where an application is received for permission to alter or demolish any building or other structure specified in this plan, consideration of the application will be based on the following :-

- (a) The age, architectural, physical design value or the historic importance of the building or other structure
- (b) The state of repair (including safety) of the building or other structure
- (c) The likely cost of repair, renovation or restoration, if any
- (d) Sources of finance including funds from private, local, national and foreign sources available for the preservation of such structures
- (e) The compensation liability, if any, likely to fall on the Planning Authority
- (f) The possibility of entering into agreement with property owners or other interested persons or bodies to secure the preservation of the structure and the financial implications of such measures.

5.10.9 In the case of structures or items of archaeological or historic interest which are currently undiscovered it will be the policy of the Planning Authority to ensure their protection pending archaeological investigation and preservation (if necessary), the Planning Authority will, and developers shall, have due regard to the *"Urban Archaeology Guidelines For Planning Authorities, Developers and Archaeologists"* by the National Monuments Advisory Council - September, 1989 in ensuring the protection of these items.

5.10.10 Applications for permission for development at or adjoining monuments or Areas of Archaeological Potential specified in the Urban Archaeology Survey and the Sites and Monuments Record produced by the National Monuments Branch of the Office of Public Works (OPW) will be considered on their merits. Any submissions made by the prescribed bodies to the Planning Authority will be taken into consideration. See attached map No. 4 for the Area of Archaeological potential.

5.11 ADVERTISING SIGNS AND STRUCTURES

General

- 5.11.1 Advertising in an area can detract from the amenities and can generate a traffic hazard.
- 5.11.2 Regard will be had to the following considerations in dealing with advertising signs and structures :-
 - (a) Signs attached to buildings will be considered preferable to those on free standing hoardings

- (b) Signs will not be permitted if they compete with road signs or otherwise endanger traffic safety
- (c) Signs will not normally be permitted in residential areas
- (d) Signs should not interfere with windows or other features of the facade or project above the skyline
- (e) The size and scale of signs should not conflict with those of existing structures in the area
- (f) The size and scale of signs should not detract from buildings and features of architectural, historic and scenic interest
- (g) The proximity of the sign to the facility it is advertising
- (h) Advertising panels larger than 3 m. (10 ft.) by 2m. (6.6 ft.) will not normally be permitted. The granting of permission for larger panels for limited periods would be considered for certain purposes, e.g. where a sign would screen the view of an unattractive, derelict site or structure or other eyesore.
- (i) The use of internally illuminated plastic signs or otherwise will be prohibited.

5.12 TOURIST ATTRACTION AND ACCOMMODATION SIGNS

- 5.12.1 With regard to signs advertising tourist facilities the Council's policy is to allow the erection of standardised signs by licence on the roadside margins in accordance with approved specifications. This policy of encouraging a colour coded system for tourist facilities will result in safer attractive roads, and which will be easily recognisable by the visitor.
- 5.12.2 The standards that will apply are "Criteria For The Provision of Tourist Attraction and Accommodation Signs" County and City Managers Association and Bord Failte Working Group, July, 1988.

5.13 INDUSTRY

- 5.13.1 Generally, an industrial development should present a pleasant aspect helped by tree planting, judicious placing of advertising structures, screening of open storage areas and unobtrusive loading and parking areas.
- 5.13.2 In the case of development of two or more industrial buildings, a uniform design for boundary fences, roof profiles and building lines is essential. Areas between the buildings and the road boundary may include car parking spaces provided an acceptable landscaping scheme is incorporated.

5.13.3 Each industrial unit must be provided with adequate space for the loading and unloading of goods (including fuels) in areas clear of the public road and within the building line.

5.13.4 Proper thermal insulation, energy conservation and sound proofing will be required in all new factory buildings. Guidance on energy management is available from the National Standards Authority of Ireland (EOLAS).

5.14 COMMUNICATIONS ANTENNAE, T.V. AERIALS, SATELLITE DISHES AND WIRESCAPE

5.14.1 While planning applications for permission for communications and T.V. antennae and dishes will be considered on their merits, the following policies will apply :-

- (a) They will not be permitted where they would erode the streetscape quality and the inherent architectural, artistic or historical character of the streetscape or of individual buildings.
- (b) They will not be permitted on the street facades of buildings
- (c) Permission may be granted for such facilities on the rear walls or in discreet and unobtrusive positions on the sides of buildings.
- (d) Permission may be granted for such facilities on roofs where the skyline is not adversely affected. Locations on flat roofs will be considered where they are not obtrusive or visible from public areas.
- (e) Electricity, phone, communal T.V. and other cable services shall be placed underground and where overhead cables are necessary they shall be placed in unobtrusive positions.

5.14.2 The Planning Authority will have regard to the guidelines as published by the Department of the Environment "Telecommunications Antennae and Support Structures", July 1996, and Local Government (Planning and Development) Regulations, 1997 (S.I. No. 78 of 1997), subject to the additional restrictions:

- (a) that such telecommunications antennae or support structures shall not be allowed within 500 metres of a school or 100 metres of a dwelling house, in the urban area.
- (b) that such structures shall only be allowed where there is a clear commitment from the applicant that the mast will be shared with other telecommunication antennae users.

5.15 PETROL FILLING STATIONS AND SERVICE STATIONS

5.15.1 Planning applications for petrol filling and service stations will be considered primarily with reference to their effect on traffic safety and amenity.

5.15.2 The minimum visibility distances required for filling stations are outlined below :-

TABLE 5

PETROL FILLING/SERVICE STATIONS
SIGHT DISTANCE STANDARDS

Speed	Minimum Visibility Distances Single Carriageway	
	Urban Roads	
40 km/p.h.		80 m.
60 km/p.h.		120 m.
80 km/p.h.		160 m.
100 km/p.h.		280 m.

5.15.3 Petrol Filling Stations will not be permitted unless they comply with the following conditions :-

- (a) (i) The centre island containing the pumps shall in no case be nearer than 7 m (22 ft.) from the edge of the road curtilage
- (ii) The frontage of a filling station shall be at least 31 m (100 ft.) long
- (iii) The width of the accesses shall be not less than 6 m (20 ft.) and not more than 9 m (30 ft.)
- (iv) The radii of the kerbs at the entrance and exits shall be not less than 10 m (35 ft.).
- (b) The minimum distance from the entrance (accessway) to the nearest road junction shall be 50 m (164 ft) for major junctions or traffic lights and 25 m (82 ft) to a minor road junction.
- (c) The site shall be clearly demarcated from the public road with a low fence or wall at least 300 mm (12 ins) high and shall be constructed along all of the front boundary line except at driveway openings.

- (d) Service Stations will be required to provide adequate space, screened from general view, for parking vehicles being serviced.
- (e) Lights, signs and other appurtenance shall not be located where they cause glare hazard or confusion to public road users.
- (f) No advertisement or other obstruction, temporary or permanent shall be placed on the forecourt which would interfere with the sight lines of drivers.
- (g) All illumination on outdoor areas shall be shielded so as not to shine upon any property used for residential purposes.
- (h) Provision shall be made for the storage and removal of refuse and waste material.
- (i) A grease intercepting trap shall be provided to the requirements of the Planning Authority.
- (j) The surface of the forecourt shall be graded, surfaced with bitumen macadam, or other suitable material and drained to the satisfaction of the Planning Authority and maintained in that conditions.
- (k) Planning permission for large filling stations in future will carry the stipulation that it will be necessary to provide sanitary convenience for public use.
- (l) The erection of advertising signs associated with petrol filling station which are considered to be visually obtrusive or which are deemed to interrupt the continuity of the streetscape, will be discouraged.

5.16 ROADS AND TRAFFIC

- 5.16.1 Where development is proposed which requires access on to existing public roads, a prime consideration will be the effect of the development on safety and free traffic movement.

5.17 PARKING ACCOMMODATION

- 5.17.1 In all developments, it will be the Planning Authority's policy to require the provision within the site of such development or close to same, of accommodation for car parking based on the extent to which the development in question is likely to give rise to a demand for additional parking space.

5.17.2 The car parking requirements which will be applied to the construction of new buildings, change of use or construction of extensions are outlined in Table 6. In the case of multiple use the parking requirements related to each use shall apply. In the case of development not covered by Table 6 the Planning Authority shall decide what requirements shall apply to those developments. The basic dimensions required for the layout of car parking areas are outlined in Table 7.

5.17.4 Where in a particular development, it would be impracticable or would not be in accordance with the proper planning and development of the area to provide a car park, the Planning Authority may, by conditions attached to permissions, modify the requirement for car parking facilities and require a contribution (as provided for in Section 26 of the Local Government (Planning and Development) Act, 1963) from the developer. This would be used towards the cost to the Planning Authority of providing public parking facilities, which would facilitate the development under consideration.

The Planning Authority, taking into account the size, nature and location of the proposed development, may waive the requirement for a financial contribution in respect of the first two spaces of the overall parking requirement.

5.17.5 The general standards that apply to car parking facilities are as follows :-

- (a) The required parking facilities shall be provided on the same site or convenient to the principal use served.
- (b) They shall be provided behind the established building lines and in such a way as to ensure that amenities of the area are protected.
- (c) Adequate landscaping and tree planting must be provided to minimise the visual impact of the parking areas where it is visible from the public road.
- (d) Car parking associated with late night uses such as public houses, dancing and similar forms of entertainment or amusement shall be sited so as to minimise the level of noise disturbance to adjoining properties.
- (e) Parking facilities shall be designed so that each vehicle may proceed to and from the spaces provided for it without requiring the moving of any other vehicle.
- (f) Car parks including driveways shall be graded, surfaced with tarmacadam or other suitable material and be drained and properly maintained.

TABLE 6

PARKING STANDARDS TABLE

LAND USE	PARKING STANDARD (SPACES PER UNIT)
Dwelling or Flat	1 or 2 per dwelling or flat.
Residential Institution	1 per two dwelling units.
Schools	2 per classroom.
Hospital	1 per four patient beds, plus 1 per doctor plus 1 per 47sq m (500sq ft) of offices.
Clinics & Group Medical Practices	3 per consulting room.
Churches, Theatres, Cinemas, Ballrooms, Halls, Stadia, Swimming Pools	1 per 4.6 to 9 sq m (50-100sq ft.)
Hotels, Motels, Hostels, Guest Houses	1 per double bedroom or two single bedrooms, bar/lounge space, function rooms, restaurant/dining area and leisure facilities will be separately assessed.
Shops	1 per 9 to 23 sq m (100-250sq ft).
Small Shops (owner occupied) not exceeding 37 sq m (400 sq ft) (excluding small shops in major developments)	no on site parking requirements for the first 23 sq m (250sq ft) of the development.
Restaurants and Cafes, (including Hotel Restaurants, Function Rooms and Discos)	1 per 9 sq m (100sq ft) of public space.
Public Houses (incl Hotel Bars)	1 per 2.3 to 9 sq m (25-100sq ft).
Industry - Factory	1 per 30 sq m (323sq ft) gross floor area
- Warehousing	1 per 100 sq m (323sq ft) gross floor area
The number of employees will also be taken into consideration	
Office	1 per 9 sq m (100sq ft) public space and 1 per 18 sq m (200sq ft) private space.
Banks	1 per 2.3 sq m (25sq ft) public space 1 per 18 sq m (200sq ft) private space plus 2 spaces for security vehicles.
Cultural Buildings, Art Centres	1 per 33 sq m (350sq ft).
Sports Grounds, Sports Clubs	1 per 47 sq m (500sq ft) of Floor space 6 per playing pitch, 2 per tennis or squash court. Bars, lounges, function rooms, dancing areas, restaurants or dining area will be separately assessed.

The nature and location of the proposed development will determine the exact ratio to be used.

- (g) Surface water shall not be discharged onto the public road.
- (h) Car parks shall be kept clean and free from rubbish and debris.
- (i) Car parking bays shall be clearly marked and the markings shall be maintained so as to be visible.

CAR PARKING LAYOUTS

TABLE 7

(a)	Minimum size of parking bay (normal)	4.8m x 2.4m
	Longitudinal parking beside kerb	6.0m x 2.0m
	Beside wall	6.0m x 2.0m
	Note: minimum width of 2.3m may be permitted for a long term bay	
(b)	Minimum width of aisle for 90 degree parking	6.0m
(c)	Minimum width of aisle for 60 degree parking	4.9m
(d)	Minimum width of aisle for 45 degree parking one-way	3.5m
	Minimum width of aisle for 45 degree parking two-way	5.0m
(e)	Minimum width of aisle for less than 45 degree parking one-way and for parallel parking	3.5m

5.18 LOADING AND UNLOADING

5.18.1 In all development of an industrial or commercial nature, developers will be required to provide loading and unloading facilities sufficient to meet the likely demand of such development. Off-street loading facilities shall be designed to conform to the following requirements and are in addition to the parking requirements outlined in *Tables 6 and 7*.

- (a) Each required space shall be not less than 4 m (12 ft.) wide, 6 m (20 ft.) long, 4 m (14 ft.) high, exclusive of drives and manoeuvring space and located entirely on the site being served.

- (b) Loading spaces may be enclosed within a structure and must be so enclosed if located within 15 m (50 ft.) of the curtilage of a residence where the use involves regular night operation.
- (c) There shall be appropriate means of access to a street or road as well as adequate manoeuvring spaces.
- (d) The maximum of driveway opening at the street boundary shall be 6 m (20 ft.) and the minimum width shall be 4 m (12 ft.).
- (e) Fuel oil points shall be carefully sited to avoid obstruction to traffic or pedestrians.

5.18.2 Required loading facilities shall be provided and maintained so long as the use exists which, the facilities were designed to serve.

5.18.3 However, the Planning Authority may modify the requirements of loading and unloading facilities in any specific case where it appears that it would be in the interests of the proper planning and development of the area to do so.

5.19 **SECURITY BONDS**

5.19.1 Conditional to the granting of planning permission, development work shall not be commenced on the site until security has been give for the satisfactory completion and maintenance of the following services :-

- Roads, Paths, Verges, Open Spaces, Car Parks,
Sewers Drains, and Water Mains Public Lighting,

until such time as they are taken in charge by the Council. The amount of the security bond will be related to the estimated cost of the development works and services.

5.20 **DEVELOPMENT CHARGES**

5.20.1 Where a development would be facilitated by the provision of and improvement to existing and future public roads, public car parking facilities, open space, public lighting, sanitary services, the Planning Authority will require a contribution of a sum of money (as provided for in Section 26 of the Local Government (Planning and Development) Act, 1963)

5.20.2 The Planning Authority reserves the right to review from time to time the charges to be levied and the basis upon which these charges are calculated, under this clause without necessitating a review of the entire Development Plan.

- 5.20.3 Any planning application to New Ross U.D.C. as a Planning Authority to which Development Charges apply, should be brought to the attention of the Members of New Ross U.D.C. for their consideration.
- 5.20.4 The redevelopment for residential use only of vacant floor space on the upper floors (i.e. from the first floor level and upwards taken from the street level) of the existing properties in the town centre will be exempt from the Sanitary Services Development Charges only.
- 5.20.5 The restoration/refurbishment to a high architectural standard of buildings which are listed for preservation (List A) in the Development Plan will be exempt from Sanitary Services Development Charges.
- 5.20.6 An exemption from the Sanitary Services Development Charges may be granted, or a reduction may be considered for the refurbishment/restoration to a high architectural standard, to certain buildings contained within List B of the Plan. Each case will be assessed on its own merits.
- 5.20.7 There shall be no development charge for parking relating to the redevelopment/refurbishment of upper storey development i.e. at and above second floor level from the level of the street.
- 5.20.8 Sections 5.20.4 - 5.20.7 shall not apply to applications within an Urban Renewal Area, in the event of such designations occurring during the plan period.

PART FOUR

DEVELOPMENT OBJECTIVES

CHAPTER 6

DEVELOPMENT OBJECTIVES

6.1 INTRODUCTION

- 6.1.1 This part of the Plan includes a detailed listing of development or specific objectives to be initiated during the next five year period and other medium and long term objectives in order to ensure that their eventual implementation is not prejudiced by development in the short term. Under Section 22 of the 1963 Act, the Planning Authority has a duty to take the necessary steps for securing these objectives. There must be, accordingly, a realistic prospect of achieving these objectives within the manpower and financial resources available to the planning Authority. It is therefore essential that there is a rigorous assessment of their feasibility particularly in the current economic climate. Such a rigorous assessment is difficult to achieve. It is therefore intended to limit the number of objectives to those which would seem to be most achievable given Local Authority finances and those which can be achieved in co-operation with the community on a self-help basis. The aim is as always to make New Ross a more attractive place to live, work and play and an input from the community can only have beneficial affects in the achievement of this overall aim.
- 6.1.2 The development objectives of the planning Authority are shown on the Objectives Maps and are set out in this part of the Development Plan. The objectives in the 1986 New Ross Development Plan have been reviewed and appropriate alterations made where considered necessary. Changes occur where the objectives have been modified, where development objectives have been achieved and where new objectives have been added. Where development objectives to carry out particular works were listed in the 1986 Plan and do not reappear it can be assumed that these objectives have been realised or that their inclusion is no longer deemed necessary.
- 6.1.3 The location of the development objectives are shown on the Objectives Maps of the Development Plan. The maps illustrate planning policy and indicate the general location of the objectives. As site details are not shown, the maps should not be used to take measurements.
- 6.1.4 In particular it should be noted that the road proposals are shown by appropriate route lines which indicate the lengths of roads for which improvements are envisaged. The width of the routes or the amount of ground which may be required for improvements, kerb realignment, junction or interchanges is not indicated. The listing of any particular route or section of route or other specific objective shall not preclude the Local Authority from undertaking any works not referred to in the Plan for which the necessary capital assistance is forthcoming from Central Government or other sources.

- 6.1.5 The precise effect of public proposals on property and the extent of land acquisitions required to enable these proposals to be implemented will only emerge as detailed designs are prepared as part of the implementation process. Should any conflict arise between the written statement and the maps, the written statement will prevail. Prior to the preparation of detailed plans, developers are advised to consult with the Planning Authority.
- 6.1.6 The execution of these objectives is contingent upon the availability of public monies.
- 6.1.7 Objectives indicated with an asterisk relate to those exclusively or partly within the area of the New Ross Urban District Council. The objectives are indicated with a Development Objectives map reference. Map 2 is the Development Objectives Map, 3 is the Town Detail Plan.

6.2 DEVELOPMENT OBJECTIVES IN THE 1986 NEW ROSS DEVELOPMENT PLAN

6.2.1 During the period of the 1986 New Ross Development Plan the following major development objectives were completed :-

- S3 Preparation of preliminary report on the Main Drainage Scheme.
- T5 Improvements to traffic circulation between the Quays, South Street, Robert Street and Michael Street.
- T7 Completion of Relief Road.
- T11 Further improvements to Barrack Lane car park.
- T13 Development of car parking areas at John Street.
- H2 Development of Local Authority land at Castlemoyle.
- H7-H9 Construction of houses at Maiden Lane, Goat Lane, William Street and Little Michael Street.
- C4 Acquire land at St Stephens Cemetery.
- C8 Renovation of the Courthouse.
- A1 Development of running track at Pearse Park.
- A3 Development of Public Park at Craywell.

SCHEDULE OF DEVELOPMENT OBJECTIVES

6.3 ROADS TRAFFIC AND CAR PARKING

- T1 Investigate the feasibility of provision of an additional river crossing and reservation of a relief route to improve town centre traffic circulation at;
- (a) Marshmeadows to Raheen, Co. Kilkenny by means of a tunnel or high level or opening bridge;
 - (b) The site of the old bridge from Bridge Street to the Boat Club, including a link to the Waterford Road;
 - (c) Barrow Viaduct Railway Bridge, including western relief route along railway line to Rosbercon. This is located outside the Plan Area and would involve the agreement of Kilkenny Co. Co.
 - (d) To investigate a link between N25-N30 along the Eastern axis of the town.
- T2 Investigate the improvement of the carriageway width and traffic flows on the Bridge by cantilevering the footpaths onto the outer side of the Bridge and improvement of the junction radii between South Quay and the Bridge.
- T3 Investigate the provision of a riverside route from the North Quay to the north end of John Street to alleviate traffic congestion in John Street and Bridge Street.
- T4 Continue to improve junctions and channelise traffic flows, where appropriate, including;
- (a) South Street/Robert Street;
 - (b) Mary Street/Nunnery Lane/Cockpit Lane.
- T5 Reserve access points off the existing and proposed road network to facilitate the development of the appropriate lands.
- T6 Provide parking facilities at Marsh Lane.
- T7 Investigate the pedestrianisation of the following areas; and where vehicular access is necessary this shall be accommodated within certain time/user constraints.
- (a) North Quay;
 - (b) North Street;
 - (c) Quay Street;

(d) Part of South Street;

(e) Charles Street;

(f) Conduit Lane.

T8 To provide public lighting along the Relief Road.

T9 Rationalise the number of road signs being erected and to enhance the appearance of the existing road signs.

6.4 HOUSING

H1 Develop sites for housing at:-

(a) Irishtown, Mountgarrett Lane, Mary Street/Chapel Street, Michael Street, Neville Street,

(b) Ball Alley Lane/Mary Street Upper,

(c) Infill housing and site at rear, Neville Street,

(d) Conversion of Grain Store to Private Apartments at Neville Street.

H2 Investigate the feasibility of residential development on lands owned by New Ross UDC at Rosbercon, in cooperation with Kilkenny County Council. Most of this land is outside the Plan Area.

6.5 COMMUNITY FACILITIES

C1 Continue the development and improvement of the Barrack Lane Development Area.

C2 Extend St Stephen's Cemetery. (approx 0.8 ha).

6.6 GENERAL DEVELOPMENT

G1 Redevelop site at Trinity Street for general development.

6.7 REGENERATION/RENEWAL OF OBSOLETE AREAS AND ENVIRONMENTAL IMPROVEMENTS

6.7.1 Carry out Environmental improvements in co-operation with the private sector in areas listed below. Assemble land by C.P.O. if necessary in order to provide land packages for development. Improvements will include the removal or restoration of derelict structures, restoration of buildings or other structures of architectural, artistic or historic interest, the provision of and conversion to civic, commercial, residential, recreational and tourist development where appropriate and the provision of traffic management and street furniture. An action area plan will be prepared for each area. The guidelines contained in "New Ross Improvement Study," Shaffrey Associates, June 1988 will be incorporated where appropriate, and the Department of the Environments publication "Guidelines for Conservation Areas" Nos. 1-16.

- R1 Bridge Street/John Street
- R2 North Quay, Quay Street, Bridge Street, North Street
- R3 South of Quay Street, South Street, Mary Street (part of)
- R4 Sugarhouse Lane/Marsh Lane
- R5 Marsh Lane/Priory Lane
- R6 South of Priory Lane
- R7 Rosbercon
- R8 Three Bullet Gate
- R9 Irishtown
- R10 Facilitate the development of the JFK Trust Heritage Centre at the North Quay including further quay side improvements and traffic control.
- R11 Prepare action area plans and carry out environmental improvements to Barrack Lane car park and Doyle's Yard and encourage adjacent property owners to face new developments on to these areas.

6.8 INDUSTRY AND THE PORT

6.8.1 Facilitate the development of sites for light, and in some cases, general industry at:-

- I1 Land at Butlersland (approx 12.1 ha)

- I2 Land at Redhouse/Triangle Park (not within the Drainage Area) and Hewitsland/Portersland; suitable for small industry, warehousing, heavy vehicle parks or other similar uses. (approx 14.6 ha).
- I3 Land at Marshmeadows. Facilitate, where appropriate the development of portal/distribution depot facilities initiated by New Ross Harbour Commissioners. (Approx 27.5 ha).
- I4 The continuing development of the Enterprise Centre in the town.

6.9 SANITARY AND ENVIRONMENTAL SERVICES

6.9.1 Upgrade and improve the existing drainage network through the completion of the New Ross Main Drainage Scheme:-

- S1 Sewerage - Quay interceptor and pumping stations; (Not indicated on maps)
- S2 Sewerage - new sewage treatment works at Marshmeadows,
- S3 Water - to further progress the proposed augmentation of the New Ross U.D.C. water supply in co-operation with Wexford County Council.

6.10 RECREATIONAL OPEN SPACE AND AMENITIES

- A1 Investigate the provision of a marina on the River Barrow.
- A2 Improve the amenities at the old bridge abutments.
- A3 Continue to provide suitable landscaping and amenity facilities to improve the entrance to the town on lands adjacent to the western end of the bridge.
- A4 Carry out environmental and streetscape improvements to Quay Street. These will include the protection of the character of the area, provision of street furniture and amenity facilities, encouraging the placing of the wirescape underground and carrying out improvements to the Tholsel and its environs.

- A5 Carry out improvements to High Hill Street, Bullawn and Maiden Lane including reinstatement of original paving, provision of street furniture and improved maintenance of the public seating area.
- A6 Investigate the establishment of pedestrian walks from-
- (a) The Bridge to Marshmeadows
 - (b) Annefield to the Boat Club, including the provision of amenity open space
 - (c) Along the disused railway line from Rosbercon to the plan boundary on the Waterford Road. This will be subject to the agreement of CIE. The reopening of the railway line will be assessed first.
 - (d) Cherry's Road, Mountgarrett, Poulfeille.
- A7 Maintain and improve where appropriate all lanes and alleyways in public ownership and encourage the owners of private lanes to do the same. Improvements will include the use of traditional stone paving slabs where appropriate, provision of lighting, signposting, repairing and upgrading wall surfaces.
- A8 Protect and improve the amenity of the main approach roads (including the Ring Road) to the town generally in accordance with the guidelines contained in "New Ross Improvement Study," Shaffrey Associates, June 1988. This will include the control of development along these routes, encouraging the clearing of unsightly areas and, providing amenity improvements including landscaping and the establishment of distinctive entrances to the Town.
- A9 Carry out amenity improvements to the Rosbercon industrial area and encourage property owners to improve their factories and warehouses. These improvements will include the provision of an amenity area on the west side of the Waterford Road and securing a suitable amenity use for the disused railway including pedestrian way.
- A10 Carry out further amenity improvements in the vicinity of Three Bullet Gate in conjunction with Comorah '98.
- A11 Investigate the provision of amenity improvements to Irishtown including;
- (a) A gradual widening of the pedestrian realm by increasing footpath widths;
 - (b) Creating more "sitting out" areas;
 - (c) Provision of a tree planting scheme using appropriate species;

(d) Improvements to the area around the old town wall, Maiden Gate and Post Office.

- A12 Carry out works to screen private back gardens and provide landscaping in the Barrack Lane area.
- A13 Continue to open up and preserve views towards the river and mountains from the N30 and College Road and develop riverside walk and landscaping.
- A14 Tree Preservation Orders will be made during the plan period following further survey and/or as the need arises.
- A15 Tree planting will be carried out during the plan period following further survey and/or as the need arises. Some of this is being carried out under Objective A11. Urban afforestation will be carried out at Butlersland adjacent to the industrial area.
- A16 The development of the town's heritage amenities including the provision of plaques along the 1798 trail, St. Mary's Abbey and the town walls and gates.

6.11 AREA OF SCIENTIFIC INTEREST (PROPOSED NATURAL HERITAGE AREA)

A17 It is an objective of the Planning Authority to protect, preserve (where appropriate) and facilitate the management of the Area and site of Scientific Interest (Proposed Natural Heritage Areas) at Poulfeille (Mountgarret), a site of ecological interest of regional importance. The status and boundaries of this area are currently under review by the OPW. It may be necessary to make a variation of this Plan when the review is complete.

Protection in the context of this objective means:

- (a) The control of any development within and outside the boundaries of these areas which would be injurious or detrimental to the scientific or amenity value of each area. This includes developments which would be likely to alter the water table, give rise to air or water pollution or increased recreational use and consequent erosion.
- (b) The making of a Special Amenity Area Order, Conservation Order or Preservation Order where appropriate.

6.12 BUILDINGS OR OTHER STRUCTURES OF ARTISTIC, ARCHITECTURAL OR HISTORIC INTEREST FOR PRESERVATION OR PROTECTION

6.12.1 It is an objective of the Planning Authority to secure the preservation of buildings, and structures or features of architectural, artistic or historic interest listed in List A.

The alteration or demolition of a building or other structure, other than an alteration consisting of the painting of any previously painted part of such building or structure, will not be permitted.

- 6.12.2 It is an objective of the Planning Authority to protect the buildings or structures of artistic, architectural or historic interest listed in List B. Protection in this context means the Planning Authority will consider the preservation of the buildings or other structures listed in the event of an application for permission being made to alter or demolish such buildings or structures. The Planning Authority will have regard to the artistic, architectural or historic interest, the design, quality and character of surrounding development and the condition of the structure when deciding such applications.
- 6.12.3 It is an objective of the Planning Authority to protect the shopfronts listed in List C. In general the replacement of these shopfronts will be restricted and all works to a listed shopfront must be shown as necessary.
- 6.12.4 Buildings or other structures of artistic, architectural or historic interest listed in Lists A, B and C above are in the ownership of, or occupied by the States are subject to the same planning controls as private developments under the Local Government (Planning and Development) Act, 1993. Buildings or structures listed in Lists A, B and C above, and which are in the ownership or occupied by the Local Authorities are subject to special controls under the 1993 Act. In the event of any of these buildings or other structures being transferred to private ownership or occupation, it will be the objective of the Planning Authority to secure their preservation or protection as appropriate.
- 6.12.5 The listing includes the items specified, e.g. facade, elevation, shopfront, etc. and where no such specification is made, the listing shall include the whole envelope of the buildings/ structures listed.

Any other building structures within the site curtilage, but completely detached from the listed building shall, unless specifically listed, be excluded from the provisions relating to preservation.

6.13 Conservation Area

Within the Conservation Area, (Map No. 4), the objectives of the Planning Authority include:-

1. The introduction of specially designed street furniture including, lighting, waste containers, bollards, tree guards, seating, etc.
2. The provision of complimentary paving and road surfacing.

3. The relocation underground or by suspension from buildings of overhead cabling.
4. The rationalisation of directional, traffic and advertisement signage.
5. The introduction of distinctive and standard street and estate nameplates which shall be bi-lingual in Irish and English.
6. The preservation of existing trees and the provision of additional planting.
7. Discreet signposting of walks and trails, and historic features and buildings.
8. To utilise the Department of the Environments publication on Conservation Guidelines where appropriate and practical.

TABLE 8. - LISTED BUILDINGS AND STRUCTURES

LIST A

Buildings and features of special architectural, artistic or historic interest, the preservation of which is an objective of the Planning Authority. All of which are of National importance:

Charles Street	Post Office.
Church Street	St. Mary's Church, Churchyard, and enclosing walls.
Craywell Road	Airmount House.
Fairgreen	Cross & Monument.
High Hill Street	Friary Church, residence, forecourt and boundary walls.
Irishtown	1. Good Shepherd Convent and perimeter walls. 2. St. Stephen's Cemetery, gateway, Church ruins and enclosing walls, and St. Stephen's Well. 3. Irishtown Cross.
Marsh Lane	St. Aidans Hall
Priory Street	Trinity Hospital.
Quay	1. Bank of Ireland. 2. Old bridge revetments, steps & quay wall. 3. 4 No. Warehouses.
Quay Street	1. The Statue. 2. The Tholsel.
Robert Street	St. Michael & Mary Catholic Church.
Rosbercon	Old Chapel on grounds of Rectory and graveyard.
South Street	1. St. Michael's Theatre (formerly Chapel) including forecourt and gate piers. 2. Terrace of Georgian Houses.
The Market (Quay)	1. 1 No. Warehouse.
Town Wall	1. William Street. 2. Town Wall (Mural Tower). 3. Maiden Gate. 4. Three Bullet Gate.

LIST B

Buildings, structures and features of architectural, artistic or historic interest, it is an objective of the Planning Authority to protect and the preservation of which it is the intention of the Planning Authority to consider in the event of an application for permission being made to alter or demolish the building or structure. Regional importance.

Bridge Street

1. New Ross Commercial Club.
2. No. 1 - 2 Terrace.

Chapel Lane

This has a very particular quality: is well conserved and is important in the history of 1798. It shall be preserved as an entity including all roadside boundary walls, etc. as representative of the "lanes" of New Ross.

1. East side - the remains of wall fountain and a terrace of 17 No. houses.
2. West side - a terrace of 4 No. houses and boundary walls.

Charleton Hill

New Ross Community Hospital.

Church Lane

Abbey House.

Cockpit Lane

1. Gateway to Mount Carmel.
2. Haughton Hospital, Annex, Gateway and forecourt.

Craywell Road

1. Craywell House.
2. Malthouse and Cornstore.

Cross Lane

1. Garda Barracks.
2. Parochial House.
3. Mount Alto.
4. Hillcrest.

Henry Street

Victoria Place, Terrace 1 - 4.

Irishtown

Cast Iron Water Fountains.

Mary Street	Meat Market.
Michael Street	Old School House.
Mountgarrett	Milestone.
Newtown	Brandon House (Part of) including Brandon Well.
North Street	Trollopian Hexagonal Post Box.
Priory Street	Courthouse, 11 terraced houses on the East side, Southern end of street.
Priory Lane	Well.
Quay Street	Daubney Fountain.
Rosbercon	1. Bridge revetment.
	2. Church and churchyard.
	3. Castle.
	4. Part of Convent.
	5. Part of Rectory.
South Street	1. Convent (former).
	2. St. Catherine's National School.
The Market (Quay)	All quay wall and revetments, etc.

LIST C

1. Shopfronts with special architectural or artistic qualities which it is an objective of the Planning Authority to protect and which shall not be materially altered without prior planning permission.

2. The shopfronts listed below are considered to be of architectural or historic interest, it is an objective of the Planning Authority to protect, and the preservation of same which it is the intention of the Planning Authority to consider in the event of an application for planning application for permission being made to alter or shopfront or structure. Local importance.

Charles Street	No. 7 Shopfront.
Cockpit Lane	Shopfront "Old Post Office".
Conduit Lane	Shopfront.
Henry Street	Bellevue House.
Johns Street	No. 4 adjoining Gladney shopfront. No. 5 Gladney shopfront. No. 18 Clearys Shopfront. No. 19 Goldmine Shopfront. No. 20 Harney Shopfront. No. 27 Billys Shopfront. No. 28 Slevin Shopfront. No. 29 O'Connor Shopfront.
Mary Street	1. No. 12. 2. No. 21 Connolly's Tailor. 3. Fogarties "Grocery & Bar". 4. Charlies "Bar". 5. Harneys. 6. No. 92 O'Sullivan. 7. No. 93 sewing Services.

- 8. No. 94 New Ross Crystal.
 - 9. No. 99.
 - 10. No. 100.
 - 11. Walshes Shopfront.
 - 12. Dwelling (Bewley Street Junction).
- Mary Street Upper No. 1.
- Michael Street No. 62.
- North Street
- 1. No. 4 Kennedys
 - 2. No. 5 Galavans
 - 3. No. 6 Mooney.
 - 4. No. 7 Davis.
 - 5. No. 9 Mooneys Hardware.
- Priory Street
- 1. No. 4 - 6 Projecting bay windows.
 - 2. No. 36 - 37 railings.
- Quay
- 1. Bradleys shopfront.
 - 2. Roches Shopfront.
 - 3. Shopfront - unnamed.
- Quay Street
- 1. No. 3 Freaney.
 - 2. No. 4 Williams.
 - 3. No. 8 Nolans.
 - 4. No. 11 Emerald Dry Cleaners.
 - 5. No. 13 Byrnes.
 - 6. Hanrahans.
- Rosbercon
- 1 - 6 Terrace
- South Street
- 1. No. 67 Laundrette.
 - 2. No. 68 Nugents.
 - 3. No. 69 Hogans.

4. A.C.C. building.
5. No. 59 Bailey.
6. No. 56 Goggins.
7. No. 17 T.S.B. Building.
8. No. 20 Viking.
9. No. 54 Goggins.
11. No. 46 Colfers.
12. No. 27 McNultys.
13. No. 28 Flowers Unlimited.
14. No. 29 Ma Cartaig.
15. No. 31 Murrays.

Sugarhouse Lane

1. John V.'s Building.
2. The deli building.
3. Dwelling adjoining.