

GOREY DEVELOPMENT PLAN 1985

(Adopted by Wexford County Council on 30th May, 1985)

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GOREY DEVELOPMENT PLAN 1985

P A R T O N E

INTRODUCTION, AIMS, AND ISSUES

CHAPTER 1.

INTRODUCTION

- 1.1 The Development Plan should contain realistic proposals for the co-ordination of the future provision of public and social services for the guidance and encouragement of private investment. The Plan provides a comprehensive survey of planning policy to ensure the orderly development of the area so that new development is of good quality and takes due account of surrounding properties. Additionally, the Development Plan identifies and proposes policies to deal with environmental, physical and social problems in so far as they are amenable to remedy by good planning.
- 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 Local Government (Planning & Development) Acts, each Local Planning Authority is obliged to adopt a Development Plan for its administrative area, and is required to review the proposals and objectives of the Plan or make a new Plan at least once every five succeeding years.
- 1.5 The Development Plan for the Scheduled Town of Gorey was adopted by Wexford County Council on 14th January 1980. This review is intended to take cognisance of the changes that have taken place on a national, regional and local level. The problems of an economic recession and the degree of preparedness for recovery and growth are reflected in the objectives of the Plan. The social problems of haphazard and unsympathetic development are being increasingly understood and the role of the Local Authority as custodians of the environment for the use and enjoyment of the general public in the interests of the common good is recognised.

This review sets out policies and proposals which take into account the economic and social climate of the mid-nineteen eighties and which will enhance and improve the town.

DEVELOPMENT PLAN

- 1.6 The Development Plan for Gorey and its surrounding area consists of this Written Statement and two maps - one showing the Land Use Zoning and the other indicates the Objectives of the Planning Authority for the next five years. The Plan sets out the intentions of Wexford County Council as to the manner in which land should be utilised and details the objectives to be pursued, both in the short term and later.
- 1.7 In respect of the accompanying maps, certain notations are diagrammatic and show neither precise dimensions nor locations. In the particular case of road lines, the final line will be the result of detailed survey and design work. The Land Use Zoning Map indicates predominant uses proposed for the various zones; 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, in general, to remain undisturbed.

1.8 AREA OF THE PLAN

The area of the Plan covers all the land proposed to be included in the proposed town boundary extension of Gorey, and some land at Clonattin Upper that is under development. The plan area consists of the Census Town of Gorey; the townland of Gorey Corporation lands, and parts of the townlands of Goreyhill, Creagh Demesne, Ramsfort Park, Ballytegan Park, Clonattin Lower, Clonattin Upper, Goreybridge, Knockmullen and Ramstown Lower. The area encompasses approximately 400 hectares, and is sufficient to cater for the future population and land use needs of the town.

LOCATION

- 1.9 The town of Gorey is in the north of County Wexford, 27 miles from Wexford, 18 miles from Enniscorthy, and 60 miles from Dublin. It straddles the National Primary Road N.11 and is the focal point for the Regional Road R-741 to Wexford; R-742 to Courtown Harbour; R-725 to Carnew. The railway station has a twice daily service to Dublin and Wexford while there is also a regular bus service to various locations.

CHAPTER 2

AIMS AND OBJECTIVES

2.1 AIMS OF THE PLAN:

- A. To improve the living environment for the people of Gorey and to secure the conservation of existing amenities contributing to that environment.
- B. To provide a reasoned framework for the future development of 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.

2.2 OBJECTIVES

The objectives state what the plan is intended to do and have evolved for the problems and issues identified by survey and analysis. The Planning Authority has certain objectives in mind in preparing the Development Plan and it is believed that these reflect the wishes and aspirations of the local community.

A. EMPLOYMENT:

- (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.

B. 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 for a wider range of house types and sizes.
- (ii) To obtain improvement of existing housing stock where necessary.
- (iii) To provide Local Authority housing where necessary.

C. PHYSICAL ENVIRONMENT:

- (i) To keep the loss of agricultural land to a minimum by means of planned and economic use of land.
- (ii) To conserve areas of high landscape value, ecological and archaeological interest and to ensure adequate protection of the environment.

D. BUILT 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 a convenient and good location for development and a harmonious relationship of different uses.

E. SHOPPING:

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

F. 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.

G. RECREATION AND COMMUNITY SERVICES:

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

H. ROADS AND TRAFFIC:

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

CHAPTER 3

SURVEY AND DEVELOPMENT ISSUES

3.1 This chapter analyses the basic issues relevant to the future development of Gorey, based on survey data and information and problems which came to light during the implementation of the 1979 Gorey Plan.

3.2 POPULATION:

The 1981 Census of Population records a population of 3554 persons for Gorey and its environs, an increase of 16 per cent since 1971, and a smaller increase of 2.2 % since 1979. The population of the town itself was reduced by some 271 persons but this was countered by an increase of 782 persons in the environs of the town. The population of the new development plan area is estimated at 4,560 persons in 1984.

- 3.3 The development plan area of 400 hectares is such that there is sufficient land zoned for each land use requirement for the foreseeable future. In addition, the attractions of living in town because of employment opportunities, shopping and education facilities, will attract residents from the rural areas, because of the expected continued reduction in agricultural workers. The proximity of the town to Arklow, and indeed Dublin, means that some people working in those areas will live in Gorey and commute to their places of employment.
- 3.4 It is the purpose of this plan to allocate sufficient land to cater for the increase in population over the next five years and beyond. Population increase, however is a function of several variable factors, including job opportunities; disposable income; and personal choice. It is intended to keep under review trends in these factors as they relate to the supply of residential land. The provision of residential land is dependent on the availability of infrastructural resources, and it is considered that the residential needs of the town for the next five years can be accommodated within the existing town boundaries.

HOUSING:

- 3.5 The housing demand is related to both the increased population and the age of the population. Houses are needed for the newly formed households; to eliminate overcrowding, replacement of unfit housing and to offset obsolescence.
- 3.6 Gorey has a number of attractive modern housing estates within $\frac{1}{2}$ km. of the town centre. The possible need to replace and improve the residential quality of the town centre houses is recognized.
- 3.7 The character of the town centre is enhanced by the terraced houses on the approach roads. There is a high rate of owner-occupancy in Gorey, as can be seen by the improvement and refurbishment of these houses. The majority of the older houses are in excess of 50 years old.
- 3.8 A total of 180 houses will be required by 1991 in order to cater for the projected population, and to replace unfit and obsolete houses. These will be provided by the reservation of land for housing purposes and the provision of serviced sites for licensed developers. Most of the new private houses in the town's environs have been provided in estate form.
- 3.9 It is interesting to note that there is an increasing trend for households to improve and extend their existing properties rather than purchase larger new houses as had previously been the case. The main issue therefore will be to ensure that adequate land is available for housing development should projected trends materialise.

EMPLOYMENT:

- 3.10 Due to the unpredictable economic situation in the early 1980's, it has become increasingly difficult to forecast accurately future levels of employment or unemployment. The international, national and even regional situations all have a bearing on the future health or otherwise of the economic base and structure of the plan area.
- 3.11 Gorey has a traditional role as a service and market centre serving its agricultural hinterland. The problems in agriculture have been reflected in the spin-off effect on employment in the town. There has been a net loss of 40 jobs in Gorey in the period of the 1979 plan.
- 3.12 County Wexford has the lowest manufacturing base in the South-East Region. The following Table 1, shows the percentage of the population employed in the Manufacturing Sector in each County in the Region from the 1982 Industrial Employment Survey:-

TABLE 1

| County | Percentage of Population employed in Manufacturing Sector - 31st December, 1982 |
|----------------|---|
| Carlow | 10.9 % |
| Kilkenny | 7.3 % |
| Tipperary S.R. | 6.2 % |
| Waterford | 10.4 % |
| Wexford | 5.1 % |

Source: Industrial Employment Survey 1982

- 3.13 There is an urgent need for the County's industrial base and level of industrial employment to be significantly increased to bring it into line with other Counties in the South-East Region. Serious account must be taken of County Wexford's pressing needs in this fundamental problem. The County clearly merits priority in new job creation in the industrial sector within the South-East Region.
- 3.14 Employment in the agricultural sector was formerly a strong feature of the County's economy. The continuous decline in this sector has had a devastating effect on employment levels and the general economy.
- 3.15 Over the past five years all Local Authorities in the County have played a positive role in the promotion of development through land acquisition/-development for industrial purposes, improvement of water supplies and sewerage facilities, major roadworks, housing development, amenity works, and other services. The I.D.A. has made major investment in the area in land acquisition and development and in advance factory construction.

- 3.16 Despite these initiatives, little success has been achieved in the attraction or establishment of new industrial projects. This clearly emphasises the need for a higher priority to be given to the promotion of the County for new industrial growth and investment.
- 3.17 The industrial employment situation in Gorey is overshadowed by the closures of agricultural based industries in the area. There is potential for rapid improvement with the availability both of serviced land zoned for industrial purposes, and of buildings.

THE BUILT ENVIRONMENT:

3.18 Gorey's unique and intrinsic character has been established over the years. The grid-like pattern of streets, forming blocks off the central spine of the main street is the core of the town. The quality of the townscape is made up of several elements, including the public buildings, the wide main street, the simple facades of the buildings, and the views of the undulating and wooded surrounding landscape.

3.19 The visual amenity of the streetscape is very important to the character of Gorey and this is under threat due to the fact that older buildings are becoming functionally obsolete and are either being left vacant or being replaced in such a way as to create disharmony with the style and inter-relationship of traditional shop fronts and architectural detailing.

In particular the rash of modern, plastic signs is out of proportion to the scale and character of the main street, particularly when extended above the level of the eills of the first floor windows.

3.20 The increased traffic flows through the main street are a further threat to the character of the townscape. The demands of the motor vehicle for parking space has had an impact on the environmental quality of both the main street and the adjoining quiet side streets.

RECREATIONAL OPEN SPACE AND AMENITIES:

3.21 The open space areas within the development area include the 6.2 ha. (15.2 acres) G.A.A. ground and the rugby club grounds 4.7 ha. (11.5 acres) both on Clonattin Road. The 4.2 ha. (10.5 acres) Show Grounds is used for the Agricultural Show, coursing meetings and playing pitches. This is adjacent to Gorey Town Park, 1.2 ha. (3.0 acres) on the Fort Road, an important amenity area that now contains an Adventure Playground, and children's playground equipment as well as attractive walks and green areas.

3.22 The other open space areas available are those provided as part of new housing estates and the small incidental open space areas in the built-up

areas. Both of these types of open space would benefit from landscaping and tree planting.

- 3.23 The other recreational amenities available in Gorey include a Cinema, Theatre Hall, Tennis Club, Scout Hall, two Badminton Clubs and many other clubs catering for various hobbies and leisure pursuits.

EDUCATION:

- 3.24 There are three Primary Schools in the Town; St. Joseph's C.B.S.; The Loreto Convent and the Church of Ireland School. This latter school caters for the needs of a wider hinterland due to a rationalisation policy, while both the C.B.S. and Loreto feel the need for the provision of expanded school and playing field facilities. The number of new houses built since 1978 will generate demand for school places.
- 3.25 The town boasts three Post-Primary Schools all with plans for expansion and development. The C.B.S. is on a confined site with no adjacent play space. The Loreto has sufficient land for future expansion to the east of the railway line. The Vocational School on the Avenue has plans for the extension of its playing fields.
- 3.26 It is difficult to predict with accuracy the demand for school places over the next 5 years and for longer term expansion. However adequate land will be zoned to cater for the educational needs of the youth of Gorey.

SHOPPING:

- 3.27 Gorey is an attractive shopping centre for a relatively large hinterland, which includes Courtown. As a market and service centre it ranks below the three large towns of Wexford, Enniscorthy and New Ross.
- 3.28 Gorey benefits from the influx of tourists to North Wexford during the summer months. The Town Centre has a wide range of shops, retailing hardware, books, clothing, jewellery, footwear, chemists shops, and other durable household goods. There are 30 foodstores in Gorey, including four supermarkets.
- 3.29 The shopping function of the main street is augmented by the regular market stalls in this area. This facility is to be rationalised under the provisions of the Casual Trading Act, 1981.

- 3.30 It is anticipated that the demand for improved shopping facilities will be met within the existing town centre. Under-utilised land will be developed for commercial purposes, thereby improving the amenity and character of the town centre. It is necessary for the town to maintain its vitality and to promote town centre development as this has many side effects, particularly regeneration and environmental improvement.

COMMUNITY FACILITIES:

- 3.31 In addition to its range of retail, commercial and professional establishments, Gorey has a District Hospital and associated medical facilities. The wide range of leisure activities are catered for by individual clubs and organisations.

PUBLIC SERVICES:

- 3.32 The growth and expansion of a town is dependant upon its public services, infrastructure, including roads, water supply and sewerage. There is capacity in the infrastructure to cater for any immediate development.

The sewage treatment works at Knockmullen has been replaced. The new treatment plant coupled with the separation of the drains into foul and storm sewers in the Town Centre has improved the capacity of the overall system.

- 3.33 The water supply for Gorey is from the regional scheme on the River Bann. Developments at Creagh have improved the capacity of the treatment works and now any normal demand can be met.

- 3.34 The purpose of planning is to take maximum advantage of these infrastructural developments so that development takes place in a co-ordinated fashion in the right place and at the right time.

TOURISM AND AMENITY:

- 3.35 Gorey is situated at the foothills of the Wicklow Mountains in a scenic rural landscape with miles of sandy beaches in close proximity. The form of the town combined with its setting make it a most attractive place for both touring or based holidays.

- 3.36 Gorey fulfills quite an important tourist function, serving as it does the coastal strip from Ballymoney to Morriscastle. The woodlands near the town have potential for development for recreational use.

TRAFFIC AND TRANSPORTATION:

- 3.37 The main street of Gorey straddles the N.11, which is a Euroroute from Dublin to Rosslare Harbour as well as being used as a highway from Wexford to Dublin. This fact generates a large volume of heavy commercial traffic. The town itself attracts a considerable volume of traffic as a market and service centre.
- 3.38 The traffic flow on the Main Street is congested because of indiscriminate on-street parking. The Main Street forms the hub of traffic circulation because of the 12 streets leading to and from it.
- 3.39 A one-way system in the side streets off Main Street would aid internal traffic circulation. The compact nature of the town means that most business premises are in close proximity to each other obviating the real need for much cross-town traffic.
- 3.40 The proposed by-pass, to the east of the railway line from the Arklow road to the Wexford road, and on to the National Primary road will remove much heavy commercial through traffic from the town centre, with an immediate and dramatic effect on the environment.

PARKING:

- 3.41 At present there are approximately 500 on-street car parking spaces in the town centre, including the Main Street; the parallel Pearse Street and Church Lane, and the linking side streets.

When an estimate is made of future parking requirements based on existing and projected travel patterns and the area occupied by business premises, an additional 300 car parking spaces will be needed by 1991 over and above the presently available kerb-side parking spaces.

GOREY DEVELOPMENT PLAN 1985

PART TWO

DEVELOPMENT POLICY

CHAPTER 4.

DEVELOPMENT POLICY

INTRODUCTION:

- 4.1 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. It is policy to facilitate the growth of community self expression by giving advice to group 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.
- 4.2 The Gorey Development Plan is a technical document but its overall objective is a social one. Its purpose is to assist in providing a good physical environment for all the people of Gorey, and to maintain the town as a pleasant place in which to live, work and play.
- 4.3 Further developmental change is expected over the 5 year period up to 1990 and beyond. Pressures for change generally have two main sources; when redevelopment is required in areas where the physical fabric is decayed, and 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.
- 4.4 The major pressures for development comprise the development needs of expanding population and embrace housing, work places and social and recreational facilities. Urban structure policy must attempt to cater for these pressures and the transportation links which interconnect these various activities.

DEVELOPMENT AREA

- 4.5 The area within which it is anticipated that the town will grow is shown on the accompanying maps. Gorey is the only major town in the North of County Wexford. The wide Main Street is the axis around which all business and commercial activities take place. Future development will take place within the development area and will consist of consolidation and infilling of the existing pattern.
- 4.6 The physical determinants to development and to the direction of the town expansion are the availability of lands capable of economic servicing by public water supply and sewerage networks. The constraints on development are the railway line; the afforested areas; and the proposed by-pass to the east of the railway. The southern cut-off point to the built-up area will be the line of this by-pass.

RESIDENTIAL DEVELOPMENT

- 4.7 The policy of the Planning Authority with regard to residential development is that it will be facilitated where services are available. It is the policy of the Planning Authority that residential development take place in depth, to obtain the most economic use of land and services. Incompatible uses will not be permitted in residential areas. The Zoning Objectives section of the Plan sets this out in detail.
- 4.8 Where it is in the interests of the proper planning and development of the area, and having regard to public health requirements, consideration will be given to proposals for minor developments on a phased basis, which would ultimately be consistent with an overall plan. Such developments would have to comply with the objectives and design requirements of this plan, having particular regard to the eventual density and use of the land, on completion of the overall plan. Proposals for private sewage treatment and disposal will only be considered as an interim measure. Acceptance of such proposals will be dependant on public health considerations and proper design by qualified and competent persons. Connection to the public sewerage system will be required when this becomes available in the area.
- 4.9 It is the policy of the Planning Authority that residential developments shall be suitably located and that they shall provide a satisfactory, safe and visually pleasing environment for residents and for the community in general; that all such developments 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.

- 4.10 In addition to facilitating the provision of the necessary new dwellings in the Plan Area, it is the policy of the Planning Authority to encourage the retention and improvement, where possible, of the existing housing stock within the Plan Area, and to improve residential amenities by initiating environmental improvement schemes, by excluding non-compatible uses from residential areas and by relating non-residential developments in the area to the needs of that area.
- 4.11 It is the policy of the Planning Authority to normally restrain the change of use from a habitable dwelling to any other use in any part of the Plan Area. In this regard it is also the policy of the Planning Authority to discourage the loss of habitable dwellings through neglect.
- 4.12 It is the policy of the Planning Authority to provide housing and to require a residential element in development proposals where consistent with the proper planning and development of the area. The Planning Authority will acquire lands and build houses to meet the demands under the Housing Acts.
- 4.13 It is the policy of the Planning Authority to prohibit the use of mobile homes and temporary dwellings within the development area.
- 4.14 It is intended that in-depth residential development should take place on the most economically serviced land in order to maximise the benefit from investment of public funds. This includes infill development within Garden City. It is intended that backlands adjacent to the Town Centre shall be developed, i.e. on either side of McCurtain Street to the west of North Parade and The Avenue.
- 4.15 It is intended to allocate publicly-owned land for the provision of private housing sites for sale at a realistic cost, in addition to sites for community facilities or other special needs.

PARKING PROVISION AND CONTROL

- 4.16 The Planning Authority intends, in its provision of car parks and in its control of on-street parking and its encouragement of private off-street car parking, to provide for short-term parking requirements and to control the quality and distribution of long term facilities particularly in the Central Area.
- 4.17 It is also intended to provide parking facilities for disabled persons within the town centre area as conveniently as possible to commercial areas.

PUBLIC TRANSPORT:

- 4.18 The Planning Authority will co-operate with the Transport Authorities and any other relevant bodies in the improvement of the public transport system as and when necessary.

CONSERVATION:

- 4.19 It is the policy of the Development Plan to preserve and improve the inherent artistic, architectural and historical character of the town, the quality of the townscape and environment by conserving, where practicable -
- (i) Its streetscapes, street frontages, the inter-relationship between groups of buildings, and views. It is intended to encourage street infill and the re-development and renewal of derelict and obsolete sites and areas in a manner sympathetic and complementary to adjoining structures, maintaining building and height lines, and conformity with fascia levels, fenestration, etc.
 - (ii) The character and quality of Main Street and other Town Centre streets; it is intended to conserve and maintain existing traditional shop-fronts, signs, doorways and other architectural detailing, and to encourage new developments to reflect traditional styles compatible, and in sympathy with the character and quality of the Town Centre area.
 - (iii) Buildings and structures of artistic, architectural or historic interest, including their settings and vistas; and to encourage new uses for such buildings; any proposed new developments to these or their neighbouring structures should be sympathetic and complementary in character.
 - (iv) The trees along the Town Centre streets particularly The Avenue and the western end of Main Street/McCurtain Street, and it is intended to carry out supplemental planting.
 - (v) Views within the town, particularly along the Main Street towards Tara Hill and to maintain the street's enclosure by conserving the height and building-line of the structure at the eastern end.

TOWN CENTRE FACILITIES:

- 4.20 The Planning Authority intends to facilitate the consolidation, expansion and redevelopment of the Town Centre Area having special

regard to -

- (i) 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.
- (ii) creating a more pleasant environment for pedestrians.
- (iii) relieving traffic congestion, improving the free flow of traffic and providing additional car parking facilities.
- (iv) actively encouraging the development of backland areas.

TOWN CENTRE AMENITY

4.21 The Planning Authority intends to improve amenity generally. This will include the provision of additional seating areas and the introduction of additional planting of trees, shrubs and flowers.

SHOPPING:

- 4.22 The Planning Authority is aware that it is not its function either to restrain or encourage competition among Traders. A policy on shopping is affected by the car-ownership and shopping habits of the population. The social considerations of shopping, its role as a focus around which other facilities are provided, oblige the Planning Authority to consider fully the effects of new shopping development on existing facilities.
- 4.23 The Town Centre shopping area is the dominant focus for Gorey and its hinterland. It is the policy of the Planning Authority to facilitate improved access to the Town Centre shops and to encourage the provision of parking and loading facilities.
- 4.24 The Planning Authority recognises the value of the local late opening convenience shops, particularly in residential areas, in providing a service to the community. These small "corner shops" will be open to consideration in areas not already served by such convenience shops.
- 4.25 In general, it is the policy of the Planning Authority to facilitate the community by the provision of shopping, while taking account of zoning requirements.

SUBURBAN SHOPPING

- 4.26 It is the policy of the Planning Authority to discourage out-of-town shopping development, in particular large scale retail 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 and in consequence on the social fabric and quality of life in urban areas. 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.I. No. 264 of 1982.

RECREATIONAL AMENITIES AND OPEN SPACE

- 4.27 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 dual use, particularly in areas deficient in this respect. It is the policy to maintain and improve pedestrian access to existing and proposed recreation areas and amenity open space. As part of an open space system the policy will be to develop incidental open spaces as links in an overall network. Open spaces in private ownership, used for recreational purposes are a positive element affecting the amenities of their surrounding areas. It is intended that they be retained as far as possible for recreational purposes.
- 4.28 In the more densely developed residential areas where it is not at present feasible to create large recreational open spaces, it will be Planning Authority policy to provide small black-top or paved spaces for intensive use. In particular, it will be policy to provide, subject to consultation with local representatives and developers, play-lots in developments where there are large numbers of children. The Planning Authority will also encourage the provision of community and recreational buildings.
- 4.29 The Planning Authority will continue to carry out its present policy of maintaining and improving open spaces in its ownership, subject to the overall demands made upon its financial resources, and the needs of the community for other priority services.
- 4.30 It is the policy of the Planning Authority that portions of open space will be developed as play grounds or recreational areas. In addition, it will be policy to require small black top or paved areas in future housing schemes.
- 4.31 The Planning Authority will rely to a large extent on private clubs to fulfil active recreation needs by providing recreational facilities and playing fields.

EMPLOYMENT:

- 4.32 Fundamentally, in its present role, statutory land use planning can both make land available to employment users through its zoning function, and for other uses which will help direct employment uses either at first hand, such as roads and infrastructure or at one remove like houses for workers. However, it must be realised that neither of these measures can 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 and recent trends and forecasts at the national level.
- 4.33 Notwithstanding the above, the need to expand the industrial function of Gorey is vital to the achievement of the objectives of the Development Plan, not only in realising the town's full potential, but also to serve the needs of its hinterland. The Local Authority intends to encourage and facilitate the expansion of existing industry along the lines set out in the above paragraph.
- 4.34 There is at present sufficient spare capacity in land terms to meet employment needs over the next five years. Nevertheless, the situation will be closely monitored and additional land will be made available should the need arise.
- 4.35 It will be the policy of the Planning Authority to encourage the provision of small workshop/cluster facilities for service industries within the industrial area, or on other suitable locations to facilitate the expansion of existing firms and the creation of new projects at an economic cost.

TRANSPORTATION AND TRAFFIC:

- 4.36 In pursuance of the basic Aims and Objectives of the Development Plan, and in order to facilitate the growth of the town, it is essential to improve the circulation of traffic on the street and road network. Main Street is the "backbone" and major distributor of most of the traffic flows both through the town and between its different zones. The construction of the proposed By-Pass to the east and south of Gorey will relieve the in-town street network of a considerable volume of heavy traffic flows.
- 4.37 The roads radiating from Main Street (denoted as distributor roads), will, of necessity, carry increased flows of traffic as the town expands. The County Council intend to improve these roads to a consistently high standard, including pavements, within the limitations imposed by existing development. In the interest of road safety, free flow of traffic and environmental considerations further frontal development will be severely restricted and the number of junctions will be kept to a minimum.

- 4.38 Access roads from distributor roads will serve residential groupings, off which cul-de-sac development will take place. These access roads will not be through-routes.
- 4.39 Where practicable, it is proposed to provide pedestrian ways (independent from vehicle routes), to link residential areas and particularly the Town Centre. It is intended to preserve existing, established rights-of-way.

TOURISM

- 4.40 It is the policy of the Local Authority to develop the natural amenities of the town and its surrounding area, to improve its attractiveness, not only for the benefit of the townspeople but also for visitors and tourists. It is intended to encourage and facilitate the development of the tourist industry by interested bodies.
- 4.41 The large selection of shops and services coupled with the friendly atmosphere attract visitors to the town, and the proximity of hill and sea is a basis for the expansion of the tourist industry.

PUBLIC SERVICES:

- 4.42 It is the policy of the Planning Authority to facilitate development in the appropriate areas of the town by having a water supply and sewerage network available where needed.

OBSOLESCENCE AND BLIGHT:

- 4.43 It is the policy of the Planning Authority to clear and redevelop areas of obsolescence and blight.

SECURING OBJECTIVES AND REVIEW OF PLAN:

- 4.44 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 or a new plan made from time to time as occasion may require and at least once every five years.

COREY DEVELOPMENT PLAN 1985

PART THREE

DEVELOPMENT CONTROL

CHAPTER 5

DEVELOPMENT CONTROL

INTRODUCTION:

- 5.1 The Planning Authority is required to control development by ensuring that permissions granted under the Act are consistent with the policies and objectives of the Development Plan. This part of the Development Plan Review is concerned with the standards which will be applied to development proposals.
- 5.2 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.
- 5.3 The Local Government (Planning and Development) Act, 1963, requires (Section 26) that the Planning Authority, in considering applications for permission to carry out development, shall be restricted to considering the proper planning and development of the area of the Planning Authority (including the preservation and improvement of the amenities thereof), regard being had to the provisions of the Development Plan. There is also provision for the imposition of conditions on permission granted.
- 5.4 It is clear that matters other than 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.

5.5 DEVELOPMENT:

Development as defined in Section 3 of the Local Government (Planning and Development) Act, 1963, constitutes the carrying out of any works on, in or under land or in the making of any material change in the use of any structures or other land.

LOCAL GOVERNMENT (PLANNING AND DEVELOPMENT) REGULATIONS 1977 - 1984:

- 5.6 Planning permission must be obtained in respect of any development of land which does not constitute "Exempted Development" under Local Government

(Planning and Development) Regulations, 1977, (as amended). Exempted development is listed in the Third Schedule to the Regulations, but this exemption is restricted by Article 11 of the Regulations, and there are a considerable number of factors which must be taken into account in assessing whether planning permission is required. An applicant should consult the Planning Authority before proceeding with development. Subject to these restrictions, exempted development can include extensions to houses, small scale agricultural buildings, and other minor developments.

DEMOLITION

- 5.7 The demolition of any habitable house is not exempted development. The demolition of any building or structure listed for preservation in this Development Plan for reasons of artistic, architectural, or historic interest is not exempted development. Such development requires planning permission.
- 5.8 An applicant is advised to consult with the Planning Authority in order to determine whether the proposed development is "Exempted Development", or requires a Grant of Permission. The applicant will also be advised as to the correct details required for a planning application.

INTEREST IN PROPERTY:

- 5.9 An applicant for planning permission must show at least a prima facie legal interest in the property, sufficient to enable him to carry out the proposed development.

PURCHASE OF LAND (AND PROPERTY) FOR PRIVATE DEVELOPMENT:

- 5.10 Persons proposing to seek permission for development should bear in mind that, in addition to the specific controls referred to in the Development Plan, all development will be regulated by the Planning Authority through the use of its general powers of control, and that no development that is not exempted may be carried out, without the prior permission of the Planning Authority.

- 5.11 The public is advised that land should not be acquired, with a view to development, unless Outline Permission, at least, has been obtained in respect of the land in question, or alternatively, unless the purchaser is safeguarded by the terms of the sale, i.e. unless the latter is made contingent upon Planning Permission being forthcoming for the intended development. Prior to the preparation of detailed plans, developers are advised to consult with the Planning Authority.
- 5.12 In preparing plans for development, intending applicants should ensure that the design complies with the recognised fire safety standards. In the case of buildings, to which the public will have access, as well as flats or institutions, the requirements of the Chief Fire Officer should be ascertained at an early stage.

SUB-DIVISION:

- 5.13 In accordance with Section 3 of the Local Government (Planning and Development) Act, 1963, the use as two or more dwellings of any structure previously used as a single dwelling involves a material change in the use of the structure, and is deemed to be development requiring permission under Section 24 of the said Act.

THE LOCAL GOVERNMENT (WATER POLLUTION) ACT, 1977

- 5.14 This Act requires that a Licence be obtained from the Local Authority in respect of discharge of any trade or non-domestic effluent to a public sewer, and discharge of any effluent to a water course. An applicant is advised, that where relevant, this Act should be considered in conjunction with the planning application, as respective requirements may be related.

COMPLIANCE WITH PERMISSIONS GRANTED AND ENFORCEMENT:

- 5.15 Development must be carried out and completed in accordance with permissions granted. In cases where development (including a material change of use), has commenced or is being carried out without planning permission or in breach of a permission, it shall, if the Planning Authority deems it expedient to do so, be the subject of legal proceedings. The latter may require removal, modification or completion of the development or termination of the use as necessary to conform with the proper planning and development of the area.

NON-CONFORMING USES:

- 5.16 Many uses exist in locations where they do not conform with the designated use zoning objectives set out in Paragraph 5.18 and following. All such cases, where legally established, shall not be subject to proceedings under the Act in respect of the continuing use. When extensions to or improvements of premises accommodating these uses are proposed, each shall be considered on its merits and permission may be granted where the proposed development does not adversely effect the amenities of premises in the vicinity and generally complies with the particular use zoning objectives and does not prejudice the proper planning and development of the area.

DEVELOPMENT STANDARDS:

- 5.17 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 than are proposed for in the Act. 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;
- (e) Parking, Loading and Traffic.

LAND USE ZONING OBJECTIVES:

- 5.18 The purpose of land use zoning is to indicate the planning control objectives of the Planning Authority for all lands in its administrative area. Five such planning objectives are used in the Development Plan to reflect the policies of the Planning Authority in different areas of the Plan Area. Zoning seeks to show the extent to which the natural segregation of land uses can be idealised, so that future disharmony can be avoided, through the normal channels of planning control and existing disharmony eliminated, whenever opportunity may present itself. In regard to time, therefore, no limit can be put to the period within which any zoning objective can be achieved. Consequently, in areas where re-development is envisaged the ultimate desirable use is indicated.

- 5.19 The following are the zoning objectives:-
- A. To protect and/or improve residential amenities;
 - B. To provide for and improve town centre facilities;

TABLE 2 - LAND USE ZONING MATRIX

| NUMBER | USE CLASS | ZONING OBJECTIVES | | | |
|--------|--|-----------------------|------------------------|-----------------------------|-------------------------------------|
| | | Residential Amenities | Town Centre Facilities | Industrial and Related Uses | Recreational Amenity and Open Space |
| 1. | Residential Private Garages | Yes | Yes | No | No |
| 2. | Open Space | 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 and Related Consultants, Health Centres (Clinics). | * | Yes | No | No |
| 8. | Nursing Homes | * | Yes | No | No |
| 9. | Hospitals | * | Yes | No | No |
| 10. | Community Halls | * | Yes | No | * |
| 11. | Sports Clubs, Recreational Buildings | * | Yes | * | * |
| 12. | Cultural Uses, Clubs (Private) | * | Yes | * | No |
| 13. | Guest Houses | * | Yes | No | No |
| 14. | Hotels | * | * | No | No |
| 15. | Restaurants | * | Yes | No | No |
| 16. | Public Houses | * | * | No | No |
| 17. | Shops | No | Yes | No | No |
| 18. | Shops (Convenience) | * | Yes | No | No |
| 19. | Offices | * | Yes | No | 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 | * | No | No |
| 26. | Wholesale Shops, Cash and Carry Outlets | No | Yes | No | No |
| 27. | Warehouses | No | * | * | No |
| 28. | Industry (Light) | No | Yes | Yes | No |
| 29. | Industry (General) | No | * | * | No |
| 30. | Industry (Special) | No | No | No | No |
| 31. | Small Workshop/Craft Industry | * | * | * | No |
| 32. | Advertisements, Advertisement Structures | No | Yes | Yes | No |
| 33. | Agricultural Machinery Outlets, Amusement Arcades. | No | No | No | No |

Note: - "Yes"- Indicates Use normally permitted.
 "No"- Indicates Use not normally permitted.
 * - Indicates Use "Open to Consideration (See Para. 5.24)

- C. To provide for industrial and related uses;
- D. To provide for consideration of uses covered by Zones A., B, and C.;
- E. To preserve and/or extend recreational amenities, including open space.

5.20 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 No. 1.

5.21 Table 2 sets out in Matrix Form the acceptability or unacceptability of various uses for each of the use zoning objectives. Further clarifications for ease of reference are set out in the Appendix to the plan.

"OPEN FOR CONSIDERATION"

5.22 Uses shown as "Open for Consideration" are not acceptable in principle and it is important to note that these proposed uses will be individually assessed on their merits. 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 they could be allowed. Then, subject to compliance with zoning objectives and other control criteria, they may in special circumstances be permitted where the Planning Authority considers that they would not be inconsistent with the proper planning and development of the area, regard being had to the provisions of the Development Plan.

SITE DEVELOPMENT STANDARDS:

5.23 Density is a measure of the relationship between buildings and persons and their surrounding space. For the purposes of the Development Plan, site and net residential density are the relevant measures.

5.24 A high quality of layout and architectural design is possible over a wide range of densities. Very low densities in an urban area can result in a wasteful use of land and an inefficient use of energy resources. Over-development of sites can adversely affect the amenities of adjoining properties and areas, generate more traffic than the road network can accommodate, reduce private open space on the site concerned and raise problems with regard to the provision of adequate sunlight and daylight, air and ventilation in the development itself and in adjoining buildings.

5.25 For the purposes of development control procedure and to provide guidance for the general public, site coverage and residential density standards are

which may be generally permitted and are, in all cases, subject to the proper planning and development of the area affected.

HOUSING DENSITIES:

- 5.26 New sites in general within the Development Area are to be normally not more than 0.33 acres (0.13 hectares). This is to achieve the most economic use of land and services.
- 5.27 Housing densities in estate developments will be not less than five houses to the acre (12/hectare). In general, the net density will range from between 6 to 10 houses to the acre (15 to 25/hectare). Higher densities may be approved in the special circumstances of urban renewal, but must be part of an overall action plan for the particular neighbourhood.

RESIDENTIAL DEVELOPMENT AND DESIGN STANDARDS

- 5.28 In dealing with proposals for residential development, the Planning Authority is primarily concerned with the provision and protection of residential amenities, with special regard to details of the design and finishes proposed for new structures including boundary walls, gate piers or screen walls and unnecessary variation in the height of these features are not acceptable within separate groups of houses or along separate road frontages. The development must be seen as a unified concept with its special characteristics displayed in the height of the houses, the roof profiles, the finishes and colour of walls and roofs, the network of roads and footpaths, building lines, tree planting, pedestrian paths and open space.
- 5.29 Small dwelling houses should be designed to allow for convenient extension for future needs. A variety of houses sizes is desirable to provide for different family sizes. Consideration should be given in the basic design of the dwelling to enable easy alteration of extension to cater for future needs of the owner; this is particularly important in the three-bedroom dwellings.
- 5.30 The social and aesthetic need for identity, especially in larger residential developments should be met by appropriate groupings of houses in order to avoid a dull repetitive pattern of development. Such groupings can be achieved by variation in layout (including building lines), and some variation of the house design related to each group. Preference should be given to gabled roofs. Roof finishes and colours should be uniform within groups of closely spaced houses. The exploitation of good views out of site (e.g. of a church spire, group of trees, open space, etc.), will also help to establish a sense of "place" or identity.

space attached to dwellings) shall be provided at the rate of 1 hectare per 150 dwellings or 10% of the total area of the site, whichever is the greater, and in calculating the area of open space, the area of roads, footpaths 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.

- 5.32 In relation to land reserved for open space which is to be for community use of the residents of any area, the Planning Authority will require to be satisfied that effective arrangements exist for the reservation and the maintenance of such open space.
- 5.33 Provided where in the opinion of the Planning Authority it would not be in the interests of the proper planning and development of the area to require the provision of open space at the rate of 1 hectare per 150 dwellings, 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 spaces elsewhere as provided for in Section 26 of the Local Government (Planning & Development) Act, 1963.
- 5.34 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. These features should also be indicated on the application for permission. Footpaths shall be dished at road junctions to allow easy crossing and access for the disabled, the old, and persons pushing prams. Where grass verges are provided between the concrete footpaths and the road, these shall be bridged by a concrete pathway.
- 5.35 A pedestrian system separate from the road layout may be desirable especially if leading through to churches, schools, or shopping centres. Pedestrian linkage to adjoining development and its open spaces should be provided where appropriate. Cycle ways in residential areas could also prove very attractive, from the point of view of traffic safety and also as a recreational resource. There is the possibility that these could be linked to pedestrian ways and to an urban system of cycle paths if one were to be developed.
- 5.36 The road layout should be such as to discourage through traffic. Where one road serves as the main distributor or provides access to other schemes the layout of the road must be carefully considered from the point of view of possible traffic hazard due to inadequate width, sightline, on-street

parking, etc. Houses along this road should be designed and laid out so as to minimise the effect of traffic on the occupants and this may be achieved by increased building line depth, tree planting, variations of internal layout or preferably by combinations of all three.

- 5.37 The height of new buildings in residential zones or in areas with a suburban residential character generally may 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 scale, amenities or visual quality of existing development. To this end it will be necessary to have adequate open space (in addition to parking space) and tree screening so that a satisfactory transition from the scale of any neighbouring buildings of lower height may be achieved.
- 5.38 Buildings and circulation area should be designed jointly and not treated as separate elements. It may be necessary to introduce an irregular pattern of roads in some areas in order to discourage through traffic or reduce the visual prominence of the roads.
- 5.39 The possibility of services into new development should be considered when designing the road pattern.
- 5.40 Where possible, electricity and telephone services should be underground, but the location of all poles, including public light standards, should be carefully located to minimise unnecessary duplication and loss of amenity. In implementing this objective of preservation of amenity, it is the policy of the Planning Authority to encourage the provision of services underground. Provision should be made for the siting in unobtrusive positions of transformer stations, pumping stations and other necessary service buildings.
- 5.41 In the case of flat blocks, particular attention must be paid to the location of the communal open space for the residents. This open space should not be unduly overshadowed by the blocks and be laid out in a bold fashion to provide for ease of maintenance.
- Secluded sunny areas and shade should be provided by a careful choice of planting. Storage for garden maintenance equipment should be provided where appropriate.
- 5.42 Car parking areas should be broken up by planting and located where they will not obtrude into the layout and yet provide for reasonable convenience of users. Only minor areas of car parking, primarily for visitors, will be permitted between the block and road boundary. The form of construction of garages must be considered from the visual viewpoint not only at ground level but also from the upper floors of the flat blocks.

- 5.43 The location of refuse disposal facilities and fuel storage facilities must be convenient for the residents and must be located conveniently for servicing access and must not interfere with residential amenities.
- 5.44 New forms of estate development will be considered on their merits. Increased density of development is most satisfactorily achieved not by tightening the layout and semi-detached houses but by terraced development and to an appropriate degree in flat blocks.
- 5.45 In new areas of estate development in areas zoned for residential purposes provision for community facilities shall be required where the Planning Authority consider it necessary for the proper planning and development of the area.

PUBLIC BUILDINGS:

- 5.46 All new buildings, i.e. buildings ordinarily used in whole or in part as a church or other place of public worship, as a hospital, public institution, college, school, museum, library, hall, theatre, cinema, bank, health centre, community centre, must comply with the standards of the Planning Authority which are the standards set out in the Draft Building Regulations, Part S.S.2, S.3, and S.4, Building Standards to cater for the special needs of the disabled.
- 5.47 In the case of community centres and buildings which are commonly used by disabled persons or old people for social activities, the Planning Authority will require developments to incorporate the Minimum Design Criteria published by the National Rehabilitation Board.
- 5.48 Where arrangements to aid disabled people are incorporated in any building, it is important that those who visit the building and those who work in it know that the facilities are there. Sign plates advertising the facilities available for disabled people will be required in these buildings.

INDUSTRY:

- 5.49 It is essential that each industrial unit 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.

In the case of development for 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 space provided an acceptable landscaping scheme is incorporated.

- 5.50 Proper thermal insulation will be required in all new factory buildings. The Institute for Industrial Research and Standards have available a number of manuals on energy management, which outline what the various industries, food, dairying, engineering, textiles, chemicals and ceramics, clay and glass products can do to conserve energy. Intending developers will be referred to these standards in particular with regard to the minimisation of heat loss through walls and roofs, prevention of cold air leaking into buildings, avoiding unnecessary use of artificial light, utilisation of water, heat and waste materials, etc.
- 5.51 Generally an industrial development should present a pleasant aspect helped by tree planting, the judicious placing of advertisement structures, screening of open storage areas and unobstrusive loading and parking areas.
- 5.52 Where the carriageway width of the adjoining public road is less than 9 metres, the width of each vehicle access opening to factories and similar premises (other than petrol stations) will be subject to planning permission.

BUILDING LINES:

- 5.53 In considering the proper planning and development of its area when dealing with applications to carry out development, the Planning Authority will normally seek to ensure that development is not 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, where the proper planning and development would show such to be desirable. ♪
- 5.54 In deciding where a building line should be located the form of development to which it is related will be considered. In residential areas building lines will generally be determined in a position not less than 10 metres from the road boundary. In particular cases reduction in the building line may be permitted where such reduction is part of the overall design for the area, and constitutes a desirable design feature and does not constitute a traffic hazard. Such cases will be considered on their merits. In most cases, however, a minimum building line of 6 metres should be provided for drive-in space for a car.
- 5.55 Where located along roads of traffic importance, increased building lines may be determined to provide for greater amenity and safety for road users and residents. On some existing roads particular building lines may be required for future widening of the road. In such cases, building lines will be between 20 to 30 metres to allow for future road requirements.

ADVERTISING SIGNS AND STRUCTURES:

5.56 Advertising in an area can detract from the amenities and can generate a traffic hazard.

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 10 ft. (3m.) by 6 ft. 8 ins. (2m.) will not normally be permitted. The granting of permission for larger panels for limited periods would be considered for certain positions, e.g. where a sign would screen the view of an unattractive derelict site or structure or other eyesore.
- 5.57 The Planning Authority will use its legal powers to deal with unauthorised signs or structures.

PETROL FILLING STATIONS AND SERVICE STATIONS:

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

Petrol filling stations will not be permitted unless they comply with the following conditions:-

- (a) The centre island containing the pumps shall in no case be nearer than 22 ft. (7m.) from the edge of the road curtilage.
- (b) The frontage of the filling station shall be at least 100 ft. (31m.) long. Where the petrol pumps, hose pipes and other services are at a distance of 30 ft. (9m.) from the street boundary of the site, the frontage may be reduced to 50 ft. (15m.)

- (c) The width of the access shall be not less than 22 ft. (7m.) and not more than 30 ft. (9m.)
- (d) The radii of the kerbs at the entrance and exit shall be not less than 35 ft. (11m.).
- 5.59 Where the station fronts onto a major road, access shall not be sited closer to a road junction than 300 ft. (91m.) within a 40 m.p.h. (65 km.p.h.) speed limit zone, and 190 ft. (58m.) in a 30 m.p.h. (49 km. p.h.) zone. Where a station fronts onto an urban road, vehicular access shall not be sited nearer than 75 ft. (23m.) to a road junction. The site shall be clearly demarcated from the public road with a low fence wall at least 12 ins. (300 mm.) high and shall be constructed along all of the front boundary line except at driveway openings.
- 5.60 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 condition. Provision shall be made for the storage and removal of refuse and waste material.
- 5.61 A grease intercepting trap shall be provided to the requirements of the Planning Authority.
- 5.62 Light signs and other appurtenances shall not be located where they cause glare-hazard or confusion to public road users. All illumination on outdoor areas shall be shielded so as not to shine upon any property used for residential purposes. No advertisement or other obstruction, temporary or permanent, shall be placed on the forecourt which would interfere with the sight-lines of drivers.
- 5.63 Service stations will be required to provide adequate space, screened from general view, for the parking of vehicles being serviced. Planning permission for filling stations in future shall carry the stipulations that it will be necessary to provide public sanitary convenience for public use.

PARKING ACCOMMODATION:

- 5.64 In all developments, whether residential, commercial, industrial or otherwise, 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.

- 5.65 In exercising development control in relation to applications to carry out development, whether by the construction of new buildings, or change of use, the standards of car parking set out in Table 3 will be applied. Where there is a range of standards shown in this Table 3, the proper planning and development of the area will be taken into consideration in determining where, within the range of standards, the particular decision should be made. The same consideration will be applied to development for uses other than those set out in Table 3.
- 5.66 As it is evident that much street obstruction is caused by service vehicles attending shops and other commercial business premises, it is essential that parking and service space for new development is provided entirely within the curtilage of the premises.
- 3.67 The required car parking facilities shall be provided on the same site or convenient to the principal use served. Where ever possible such car parking shall be provided behind the established building lines and in any event in such a way as to ensure that the amenities of the area including the structures in relation to which parking is provided and adjoining structures are protected.
- 5.68 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 from the developer to be used towards the cost to the Planning Authority of providing public parking places, which would facilitate the development under consideration. The Planning Authority, taking account of 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.
- 5.69 Where parking is allowed in sight of the general public adequate landscaping and tree planting must be provided to counteract the appearance of the parking areas. Where parking space is proposed in front of existing premises, it is essential that any existing boundary walls or railings be retained and/or replaced, with sufficient planted areas to maintain the visual character of the premises and any adjoining premises.
- 5.70 Where car parking is associated with late night uses such as public houses dancing and similar forms of entertainment or amusement, such car parking must be sited so as to reduce the level of noise disturbance to adjoining dwellings to a level acceptable to the reasonable enjoyment of such dwellings.

TABLE 3
PARKING STANDARDS

| LAND USE | PARKING STANDARDS |
|---|--|
| Dwelling or Flat | One to two spaces per dwelling or flat |
| Schools | Two spaces per classroom |
| Hospitals | One space per four patient beds, plus one space per doctor, plus one space per 500 sq. ft. of offices, (47 ² m.). |
| Clinics and Group Medical Practices | Three spaces per consulting room. |
| Churches, Theatres, Cinemas, Ballrooms, Halls, Stadia, Swimming Pools. | One space per 50 to 100 sq. ft. |
| Hotels, Hostels, Guest Houses. | One space per double bedroom or per two single bedrooms. Bar/Lounge space, ballroom space, function rooms, restaurant/dining area, all to be separately assessed. |
| Shops | One space per 100 - 250 sq. ft. (9-23 m ²). The nature and location of the proposed development will determine the exact ratio to be used. |
| Restaurants and Cafes, (including Hotel Restaurants and Function Rooms). | One space per 100 sq. ft. (9 m ²). |
| Public Houses (including Hotel Bars) | One space per 25 - 100 sq. ft. (2.3 m ² - 9 m ²). The nature and location of the proposed development will determine the exact ratio to be used. |
| Industry and Warehousing | One space per two to four employees. The nature and location of the proposed development will determine the exact ratio to be used. |
| Offices and Banks | One space per 100 to 200 sq. ft. |
| Cultural Buildings, Arts Centres | One space per 350 sq. ft. (33 m ²). |
| Sports Grounds, Sports Clubs. | One space per 500 sq. ft. (97 m ²) of floor space, six spaces for each playing pitch, plus two spaces for each tennis court and squash court. Bars and lounges, function rooms or dancing area, restaurant or dining area will be separately assessed. |
| The nature and location of the proposed development will determine the exact ratio to be used | |

5.71 The basic dimensions required for the layout of car parking areas are as follows:-

- | |
|---|
| (i) Minimum size of parking bay 5.0m. x 2.5 m. <u>Note:</u> Minimum width of 2.3m. may be permitted for a long-term bay. |
| (ii) A minimum width of aisle for 90° parking - 6.1 m. |
| (iii) A minimum width of aisle for 60° parking - 4.9 m. |
| (iv) A minimum width of aisle for 45° parking - 3.6 m. |
| (v) A minimum width of aisle for less than 45° parking and for parallel parking - - - - - 3.6 m. |

5.72 Parking facilities shall be designed so that each motor vehicle may proceed to and from the parking space provided for it without requiring the moving of any other motor vehicle. Car parks including driveways shall be graded, surfaced with tarmacadam or other suitable material and drained and properly maintained.

5.73 Car parks shall be kept clean and free from rubbish and debris and car park bays shall be marked and such markings shall be maintained so as to be plainly visible.

LOADING AND UNLOADING:

5.74 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:-

- (a) Each required space shall be not less than 12 ft. (4m.) wide, 20 ft. (6m.) long, 14 ft. (4m.) 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 50 ft. (15m.) 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 space.
- (d) The maximum of driveway opening at the street boundary shall be 20 ft. (6m.) and the minimum width shall be 12 ft. (4m.).

- 5.75 Required loading facilities shall be provided and maintained so long as the use exists which the facilities were designed to serve. They shall not be reduced in total extent after their provision and all reasonable precautions shall be taken by the owner or sponsor of particular uses to ensure the availability of required facilities to the delivery and pick-up vehicles that they are designed to serve.
- 5.76 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.

SECURITY BONDS:

- 5.77 Where conditional to the granting of planning permission, development work shall not be commenced on the site until security has been given for the satisfactory completion and maintenance of the following services:- roads, paths, verges, open spaces, car parks, public lighting, sewers, drains and water mains, 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.

DEVELOPMENT CHARGES - RESIDENTIAL DEVELOPMENT:

- 5.78 Where a residential development would be facilitated by the provision of roads, open space, and in some cases, public lighting, or by the extension of sanitary services, or where the Planning Authority has paid in whole or in part for such an extension, the Planning Authority will require the contribution of a sum of money.

In the case of non-residential development, the question of a contribution will be considered on an individual basis.

The Planning Authority reserves the right to review from time to time the charges to be levied under this clause without necessitating a review of the entire Development Plan.

GOREY DEVELOPMENT PLAN 1985

PART FOUR

SPECIFIC OBJECTIVES

SPECIFIC OBJECTIVES:

- 6.1 This part of the Plan involves a detailed listing of specific development projects to be initiated during the next five year period and other special provisions relating to the implementation of medium and long term projects 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 Gorey a more attractive place in which to live, work and play, and an input from the community can only have beneficial effects in the achievement of this overall aim.
- 6.2 The development objectives of the Planning Authority are shown on the Objectives Map and are set out in this part of the Development Plan. The objectives in the 1979 Gorey Development Plan have been reviewed and appropriate alterations made where considered necessary. Changes occur where objectives have been modified, where specific objectives have been achieved and where new objectives have been added. Where specific objectives to carry out particular works were listed in the 1979 Plan and do not re-appear, it can be assumed that these objectives have been realised or that their inclusion is no longer deemed necessary.
- 6.3 The location of the specific objectives are shown on the Objective Maps of the Development Plan Map No. 2. 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. In particular, it should be noted that the road proposals are shown by appropriate route lines which indicate the lengths of road for which improvements are envisaged. The width of the routes or the amount of ground which may be required for improvements, kerb re-alignment, junction or interchanges is not indicated.

- 6.4 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 plan, the written statement will prevail. Prior to the preparation of detailed plans, developers are advised to consult with the Planning Authority.
- 6.5 The execution of these objectives is contingent upon the availability of public monies.

SCHEDULE OF SPECIFIC OBJECTIVES

| OBJECTIVE NUMBER | DESCRIPTION OF OBJECTIVE |
|------------------|---|
| | <u>UTILITY SERVICES</u> |
| S 1 | Augment and improve the piped water supply. The borehole at Clough provides 0.5m. gal./day and the construction of a storage reservoir of 250,000 gal. will aid distribution. |
| S 2 | Continue with the improvement works to the town sewerage network including the separation of the foul and surface sewers, where practicable. |
| | <u>ROADS AND TRAFFIC</u> |
| T 1 | Improve, where necessary, the standard of distributor roads throughout the town, to re-align and to provide footpaths to serve the expanding built-up areas. |
| T 2 | Reserve access points off existing and proposed road network. |
| T 3 | Widen the lane between the Hospital and Charlotte Terrace as an access road to serve the proposed backland residential and ancillary development at Mernagh's Field. |
| T 4 | Provide a pedestrian link from The Avenue and investigate a new road access to serve the proposed backland residential and ancillary development adjacent to Merrion House. |
| T 5 | Investigate the provision of a pedestrian-only link to McCurtain Street to serve the proposed backland residential development adjacent to Merrion House. |

| OBJECTIVE NUMBER | DESCRIPTION OF OBJECTIVE |
|------------------|---|
| T 6 | Provide a pedestrian-only link from North Parade to serve the proposed backland residential and ancillary development at Mernagh's Field. |
| T 7 | Provide a By-Pass route to east and south of the town to relieve Main Street of through-traffic, thereby improving traffic circulation (later stage). |
| T 8 | Re-design junction of roads with N.11 at the Railway Bridge (Arklow Road) in order to improve sight distance and to relieve traffic hazard. |
| T 9 | Introduce parking limitations on Main Street to facilitate short-term business and shopping visits to improve traffic flow. |
| T 10 | Reserve lands for carparking at The Avenue to serve the Cattle Mart. |
| T 11 | Provide a car park to the rear of St. Michael's Road and Esmonde Street, with vehicular access from St. Michael's Road and pedestrian access from Esmonde Street. |
| T 12 | Provide a car park on open space at Pearse Street. |
| T 13 | Provide a Temporary Car Park on the site of the former Rams Arms Hotel, pending the provision of the Municipal Complex (C.3). |
| | <p><u>OBSOLETE AREAS</u></p> <p>There are areas where re-development or rehabilitation is needed. The Planning Authority will encourage property owners to renew or redevelop their premises.</p> |
| R 1 | Encourage the refurbishment of terraced houses at Grattan Street. |
| R 2 | To encourage the refurbishment of terraced houses at McCurtain Street. |
| R 3 | Encourage the re-development and renewal of run-down and derelict properties on Esmonde Street. |
| R 4 | Encourage private renewal and development, in a manner sympathetic to adjoining structures and the urban environment, and to have regard to its amenity value. |

| OBJECTIVE NUMBER | DESCRIPTION OF OBJECTIVE |
|------------------|--|
| | <u>HOUSING</u> |
| H 1 | Provide 26 more houses at Willow Park. |
| H 2 | Provide for further residential and ancillary development at Mernagh's Field. |
| H 3 | Encourage the development of backland areas close to the town centre for residential purposes, by the provision of serviced sites for private development to the north of McCurtain Street, 5 ha. (12 acres). |
| H 4 | Reserve lands for residential and ancillary development to the south of McCurtain Street adjacent to Merrion House and to provide serviced sites for private development, 10.3 ha. (25.6 acres). |
| H 5 | Provide small groups of houses in the Garden City by encouraging and facilitating the greater utilisation of serviced housing land. |
| H 6 | Allocate additional serviced sites for private residential development, where appropriate. |
| | <u>INDUSTRY</u> |
| | It is an objective of the Planning Authority to facilitate the development of all employment sources. In particular, it is the objective of the Planning Authority to develop sites for light and general industry at:- |
| I 1 | Clonattin: 3.4 ha. (8.5 acres); |
| I 2 | Goreybridge: 9 ha. (22.5 acres). |
| I 3 | It is worth noting that the former Leather Factory, although outside the Plan Area, is available for industrial development, and it is an objective of the Planning Authority to actively foster and encourage a suitable industry for this building and site. |
| | <u>COMMUNITY FACILITIES</u> |
| C 1 | Encourage the development of educational facilities to cater for the needs of the population. |
| C 2 | Facilitate the relocation of the Fire Station to a more suitable location in the interests of public safety and to aid the expansion of the service. |

| OBJECTIVE NUMBER | DESCRIPTION OF OBJECTIVE |
|------------------|---|
| C 3 | Provide a new Municipal Complex at the former Rams Arms Hotel site, incorporating a Public Library, Municipal Offices, Museum, Arts Centre, Crafts Workshop and Centre, Radio Studio, etc. |
| | <u>RECREATIONAL AMENITIES AND OPEN SPACE</u> |
| A 1 | Reserve an area for public playing fields for the use of the Vocational School and the public. |
| A 2 | Develop a roadside garden on Arklow Road. |
| A 3 | Improve and maintain generally all public open space, existing and proposed, and provide tree and shrub planting and amenity facilities particularly within residential areas, with the co-operation of local community bodies. |
| A 4 | Although no specific areas have been identified for play-lots for small children, it is an objective of the Planning Authority that these be provided in residential areas. They are best incorporated into the layout of residential estates. |
| A 5 | Tree Preservation Orders will be made during the Plan Period following further survey and/or as the need arises. |
| A 6 | Tree Planting will be carried out during the Plan Period following further survey and/or as the need arises. |
| | <u>PRESERVATION AND CONSERVATION</u> |
| P 1 | Protect monuments, places of historic interest, and buildings and structures of artistic, historic or architectural merit. |
| P 2 | Reverse the decline in the visual character of the town centre by prohibiting business premises for displaying a multiplicity of advertisement signs on the shop fronts and requiring that signs be kept below the level of the first floor window cills. |

| OBJECTIVE NUMBER | DESCRIPTION OF OBJECTIVE |
|------------------|--|
| | <p>The objective to protect monuments, places of historic interest and buildings of architectural merit, include the following:</p> |
| P 3 | St. Michael the Archangel Catholic Church. |
| P 4 | Loreto Convent |
| P 5 | Church of Ireland Church. |
| P 6 | Market House. |
| P 7 | Methodist Church. |
| P 8 | Court House |
| P 9 | The Upper School House - opposite Charlotte's Terrace. |
| P 10 | The District Hospital. |
| P 11 | The Garda Station. |
| P 12 | The former Bank of Ireland. |
| P 13 | The limestone flags on the pavement of Main Street. |
| P 14 | 1798 Memorial. |
| P 15 | <p>It is an objective of the Planning Authority to seek the preservation of traditional shop fronts, which are such an asset to the character and heritage of the town.</p> <p>It is intended to draft a schedule of such facades for consideration.</p> |

APPENDIX

ZONING OBJECTIVE "A"

TO PROTECT AND/OR IMPROVE RESIDENTIAL AMENITIES

Residential, Private Garages, Open Space, Public Service Installations, Education, Places of Public Workshop, Residential Institutions.

PERMITTED

Medical and Related Consultants, Health Centres (Clinics), Nursing Homes, Hospitals, Community Halls, Sports Clubs, Recreational Buildings, Cultural Uses, Clubs (Private), Guest Houses, Hotels, Restaurants, Public Houses, Shops (Convenience), Offices, Car Parks, Small Workshop/Craft Industry.

OPEN TO
CONSIDERATION

Shops, Repair Garages and Panel Beating, Petrol Stations, Motor Sales Outlets, Heavy Commercial Vehicle Parks, Dance Halls, Discos, Night Clubs, Wholesale Shops, Cash and Carry Outlets, Warehouses, Industry (light, general and special), Advertisements, Advertisement Structures, Agricultural Machinery Outlets, Amusement Arcades.

NOT PERMITTED

ZONING OBJECTIVE "B"

TO PROVIDE FOR AND IMPROVE TOWN CENTRE FACILITIES

PERMITTED

Residential, Private Garages, Open Space, Public Service Installations, Education, Places of Public Worship, Residential Institutions, Medical and Related Consultants, Health Centres, (Clinics), Nursing Homes, Hospitals, Community Halls, Sports Clubs, Recreational Buildings, Cultural Uses, Clubs (Private), Guest Houses, Shops, Shops (Convenience), Offices, Car Parks, Wholesale Shops, Cash and Carry Outlets, Industry (Light), Advertisements, Advertisement Structures.

OPEN TO
CONSIDERATION

Hotels, Public Houses, Repair Garages and Panel Beating, Petrol Stations, Motor Sales Outlets, Dance Halls, Discos, Night Clubs, Warehouses, Industry (General), Small Workshops/Craft Industry.

NOTE PERMITTED

Heavy Commercial Vehicle Parks, Industry (Special), Agricultural Machinery Outlets, Amusement Arcades.

ZONING OBJECTIVE "C"

TO PROVIDE FOR INDUSTRIAL AND RELATED USES

Public Service Installations, Car Parks, Industry (Light),
Advertisements, Advertisement Structures.

PERMITTED

Open Space, Education, Sports Clubs, Recreational Buildings,
Cultural Uses, Clubs (Private), Repair Garages and Panel
Beating, Petrol Stations, Heavy Commercial Vehicle Parks,
Warehouses, Industry (General), Small Workshop/Craft
Industry.

OPEN TO
CONSIDERATION

Residential, Private Garages, Places of Public Worship,
Residential Institutions, Medical and Related Consultants,
Health Centres (Clinics), Nursing Homes, Hospitals,
Community Halls, Guest Houses, Hotels, Restaurants, Public
Houses, Shops, Shops (Convenience), Offices, Motor Sales
Outlets, Dance Halls, Discos, Night Clubs, Wholesale Shops,
Cash and Carry Outlets, Industry (Special), Agricultural
Machinery Outlets, Amusement Arcades.

NOT PERMITTED

ZONING OBJECTIVE "D"

TO PRESERVE AND / OR EXTEND RECREATIONAL AMENITIES, INCLUDING OPEN SPACE

Open Space.

PERMITTED

Public Service Installations, Community Halls, Sports Clubs, Recreational Buildings, Car Parks.

OPEN TO
CONSIDERATION

Residential, Private Garages, Education, Places of Public Worship, Residential Institutions, Medical and Related Consultants, Health Centres, (Clinics), Nursing Homes, Hospitals, Cultural Uses, Clubs (Private), Guest Houses, Hotels, Restaurants, Public Houses, Shops, Shops (Convenience), Offices, Repair Garages and Panel Beating, Petrol Stations, Motor Sales Outlets, Heavy Commercial Vehicle Parks, Dance Halls, Discos, Night Clubs, Wholesale Shops, Cash and Carry Outlets, Warehouses, Industry (Light General and Special), Small Workshop/Craft Industry, Advertisements, Advertisement Structures, Agricultural Machinery Outlets, Amusement Arcades.

NOT PERMITTED
