

Urban Design Guide

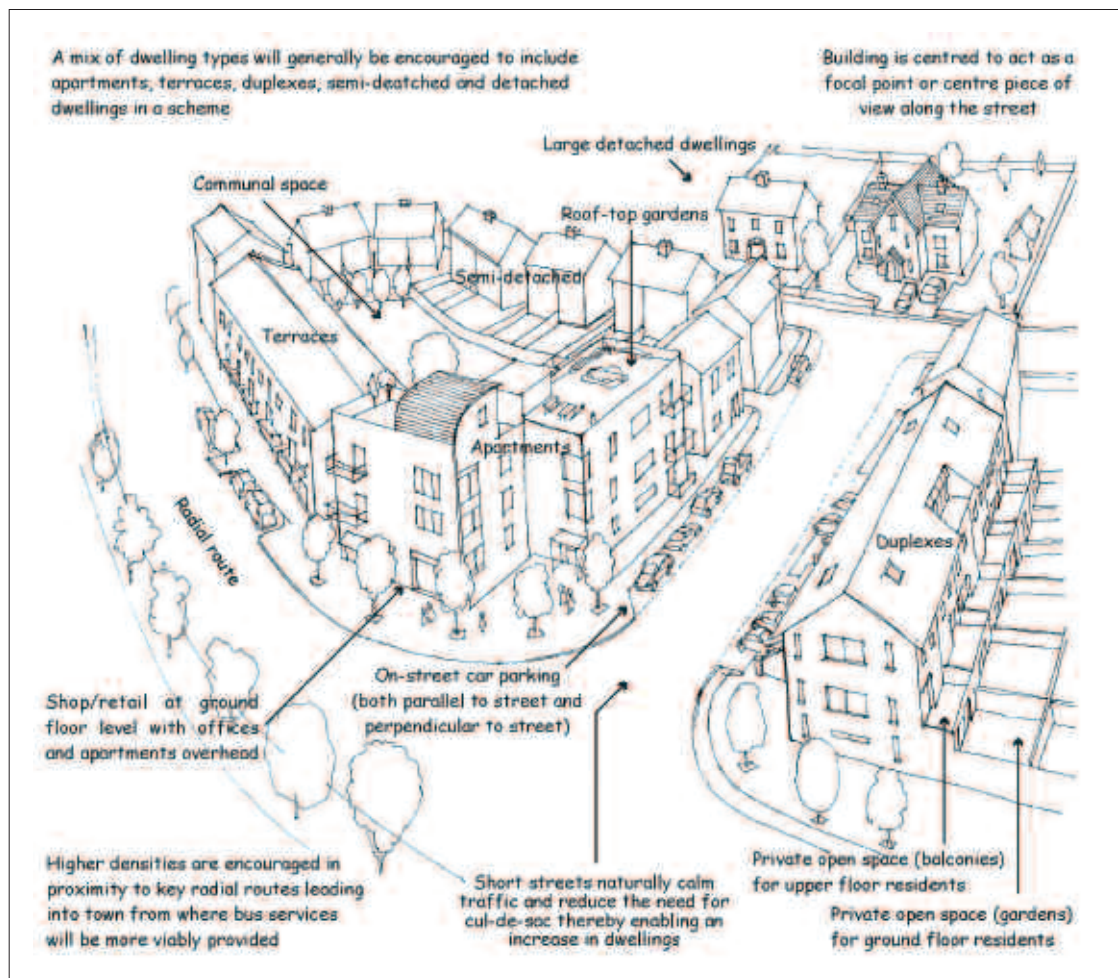
14.1 Introduction

The quality of the places we live in has an impact on all aspects of our lives. How they are designed will influence the day to day quality of our lives. Good urban design is essential to deliver a built environment which is sustainable and creates social and environmental well being as well as economic value.

The Sustainable Residential Development in Urban Areas and its companion document Urban Design Manual (DEHLG 2008) provide a framework for the best advice in urban design and illustrate how design principles can be translated into practice for the creation of sustainable communities. Developers should take account of the advice contained in these guidelines to create sustainable developments of high design quality. The principle of universal design referring to the composition of an environment so that it can be accessed, understood and used to the greatest extent possible by all people should underpin any proposed development.

14.2 Site Analysis

The first steps for any proposed development should be to formulate a design response to the objectives set out in the Master Plan Area in which their development is located.



A response brief should include the following elements:

- Analysis of how the proposed development will fit in and relate to the surrounding masterplan areas;
- An analysis of the topography and other environmental considerations and a survey of existing structures on site;
- How proposed arterial cross routes and other transport links are incorporated into the design;
- Significant landmark buildings in the vicinity and an appraisal of their visual appropriateness;
- Major pedestrian generators, public open spaces and consequent desire lines; and
- Key vistas from within the town and important vantage points outside the town.

14.3 Architectural Guidance

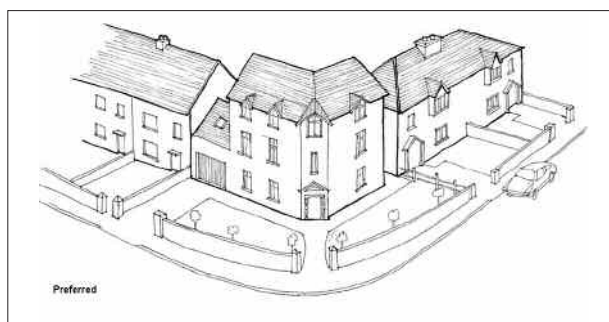
Achieving a high standard of architectural quality must be the goal in all new development. Consistency in the application of architectural standards will achieve this aim and assist in creating a coherent urban form throughout the town. At the same time every area within the town needs to have its own unique identity, expressed in its urban form and image. Guidance on how this can be best achieved is suggested in the Masterplan Zones where the character and quality of each area is identified. In all new developments (or refurbishment of existing buildings or historic sites) attention must be given to:

Building form, profile, scale and massing –

- These are the larger scale design elements which will define the appearance of the building from a distance and influence how it sits within its streetscape context.
- A new development must consider and respond to its context in this regard, particularly in relation to any heritage sites, or buildings and spaces of significance.
- Building heights and widths should have regard to the existing urban fabric. New developments on South Street, North Street, Charles Street and Mary Street for example, should respect the historically narrow plot sizes. New Buildings proposed in the area of Barrack Lane area should also have regard to the Urban Design Considerations set out in the Barrack Lane Action Area Plan, adopted in June 2008 while buildings along the Riverfront should have regard to the New Ross Urban Design Waterfront Study adopted in November 2006.
- For buildings at prominent sites e.g. corner sites, end of streets or closing off vistas, it may be appropriate to increase building height to provide a greater emphasis on the building, but there will also be a greater expectation of design quality and architectural treatment. Corner sites should equally address both street frontages.

Creating a connection with the street -

- Active ground floor uses will be encouraged to create vibrancy and life at the ground level and a connection with street activity, particularly along all major pedestrian routes. This will foster a sense of neighbourhood and increase the perception of safety.
- Mixed use development is to be encouraged as it often helps in bringing activity to the street, such as residential or office developments which accommodate retail uses at the ground level.
- Existing and established building lines should be maintained and new buildings lines created where they do not exist. Building lines may be relaxed where important areas of public or civic space is to be provided.



The design of the space around the building –

- A building's curtilage may be productively used to contribute to pedestrian amenity, draw people into the building, provide landscaping or create a new pedestrian link.
- This space should not be dominated by unsightly utilities such as car parking or the storage of rubbish.

Detailing -

- Articulation of building facades with projections or recessions in the elevations, varying roof pitches or through the use of fenestration and balconies, will soften larger building forms, break down the appearance of building mass and provide visual interest.
- Attention must also be paid to detailed design. The incorporation of art or sculptural elements can create a unique image for the building or its context.
- The night time appearance of a building must be considered. Lighting can assist the building to continue its function after dark (for example, landmark structures or sites which maintain their visual prominence through lighting) and can be used to create striking night time compositions.

The use of contemporary styles and materials –

- Today's development is potentially the heritage of the future. The spirit and design ethos of the time in which a building is constructed should therefore be embraced as a part of this ongoing design evolution.
- Contemporary buildings, where appropriate, can be striking in their appearance and detail, or suitably elegant and refined. The approach to the design will depend on the streetscape context and the function of the building.

Contemporary materials selection –

- Contemporary materials include glass, stainless steel, polished concrete, enamel panels. However, a range of materials are seen in contemporary architecture, both new and traditional. It is the way these materials are used and their composition which will create a contemporary appearance.
- Traditional materials can be moulded into highly contemporary forms if they are used in new and innovative ways.
- The most important aspect of material selection is to ensure that the materials used will require minimal maintenance and weather well. Preference should always be given to high quality materials which will last well throughout the building's lifetime.



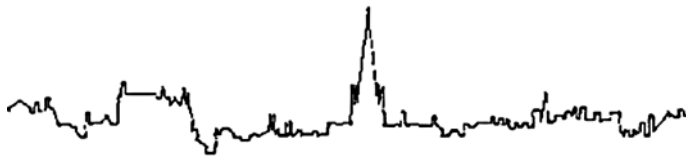
Above: Contemporary building on Robert Street.

14.4 Landmark Buildings

A landmark building can be defined as a single outstanding building which is either taller or of a more notable design than its neighbours. Taking into account the historic context of the town's urban form, any proposed development for a landmark building should identify elements that create local character and which will be important features or constraints in the development of proposals for landmark buildings. This will include:

- The streetscape – the scale and height of buildings and the urban grain;
- Important local views and panoramas;
- The town's skyline;
- Topography;
- Landmarks and their settings.

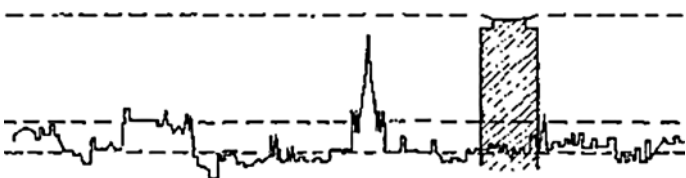
Well sited and designed landmark buildings can be seen to bring various advantages to an urban area. Structures which influence the town's skyline act as landmarks and assist in legibility. With the relocation of industrial uses and the emergence of key development sites within the town centre, it is imperative that proposals for any landmark buildings are rigorously and strategically assessed in terms of their siting, detailed design quality and function.



Silhouette of a typical Irish town showing the then dominance of the parish church as a landmark.



A long squat block flattens the skyline and obscures traditional landmarks.



Tall, slender building form retains landmarks on the skyline.



Above: North Quay with Church spires in the background.

The local environment -

- A landmark building must make a positive contribution to the appearance and activity of the streetscape.
- At ground level, the detailed design and function of a landmark building must be in scale with its immediate environment and contribute to the 'sense of place'.
- It is important that the ground floor uses of landmark buildings are compatible with the activity of the street and the locale.
- Landmark buildings should aid in the permeability of their context.
- Landmark buildings can better integrate with their surrounds by providing internal or external spaces for public access such as parks, cafes, shops and thoroughfares.
- Particular attention must be paid to the impact that a landmark building may have upon adjacent heritage sites or areas of special urban character.
- The impact that a landmark building may have upon natural features, such as waterways or landscapes, or public spaces is also an important consideration.
- Microclimate impacts such as the creation of wind tunnels or overshadowing must also be considered.
- Landmark buildings should be located near, or have good connections to, transport nodes.
- Parking for landmark buildings should be provided in such a way that conflict does not occur between pedestrians and vehicles at street level.

14.5 Building for Change

In accordance with Government Policy on Architecture 2009-2015 (DEHLG, 2009) the Planning Authority will encourage the adaptive re-use of existing buildings where such use is compatible with their character and significance. The Planning Authority recognises how reuse of older buildings can contribute to a reduction in the consumption of fossil fuels and carbon dioxide emissions. In the town centre, existing buildings can be converted from retail to office and other uses outside of the primary shopping areas. Vacant buildings such as warehouses and schools also have capacity for new uses subject to appropriate access and parking arrangements, and provided that such uses do not negatively impact on residential amenity.

Protected structures can be adapted where the works would not significantly impact on their character and setting and where such works are easily reversible. It is recognised that re-use of such buildings can contribute to their preservation and prevent them falling into disrepair.

New buildings should be flexible to adapt to changing development patterns. For instance houses should be designed to allow for flexibility in changing family needs, accessibility requirements and/or energy efficiency. The aim should be to ensure that dwellings can meet the changing needs of the occupants over their lifetimes without having to carry out costly and disruptive remodelling. Commercial and other buildings should be designed to allow for a multiplicity of uses and should be adaptable to allow for changing market demand.



Left: Re-use of old buildings on North Quay.



Above: View of St. Mary and St. Michael Church from Marsh Lane.

Development Management Standards

15.1 Introduction

There is an obligation on the Councils to ensure that planning permissions granted under the Planning Acts are consistent with the policies and objectives set out in the Development Plan, and the proper planning and sustainable development of the area. The standards set out in this section are the standards that new development will generally be required to meet. The standards are intended to give an indication of the criteria the Councils will take into account when assessing applications for new developments. These standards and guidelines are complimentary to the overall development strategy and the individual objectives and policies of the Development Plan.

The granting of planning permission does not in itself enable development to commence. There are other legal and procedural requirements to be considered. In this context, attention is drawn in particular to the need to comply with relevant statutory provisions such as those contained in the Building Regulations, Public Health Acts, Fire Regulations and legislation dealing with environment, conservation, heritage and other related issues.

15.2 Access for Persons with Disabilities and the Mobility Impaired

All new developments shall have access for persons with disabilities and those who are mobility impaired, incorporated into the design of the building as an integral part of the proposal. Approach and circulation routes to new developments shall be accessible thus providing accessible accommodation for the widest range of people. Parking and parking facilities to the new development where on site parking is provided shall have a number of allocated car-parking spaces designated exclusively for disabled persons. These shall be located as close as possible to the entrance of the building and designated in accordance with relevant guidelines. They should be clearly visible, sign-posted and marked with the relevant international symbol for disabled parking. The Councils will in all developments promote additional standards or review existing standards to ensure that access is available for everyone.

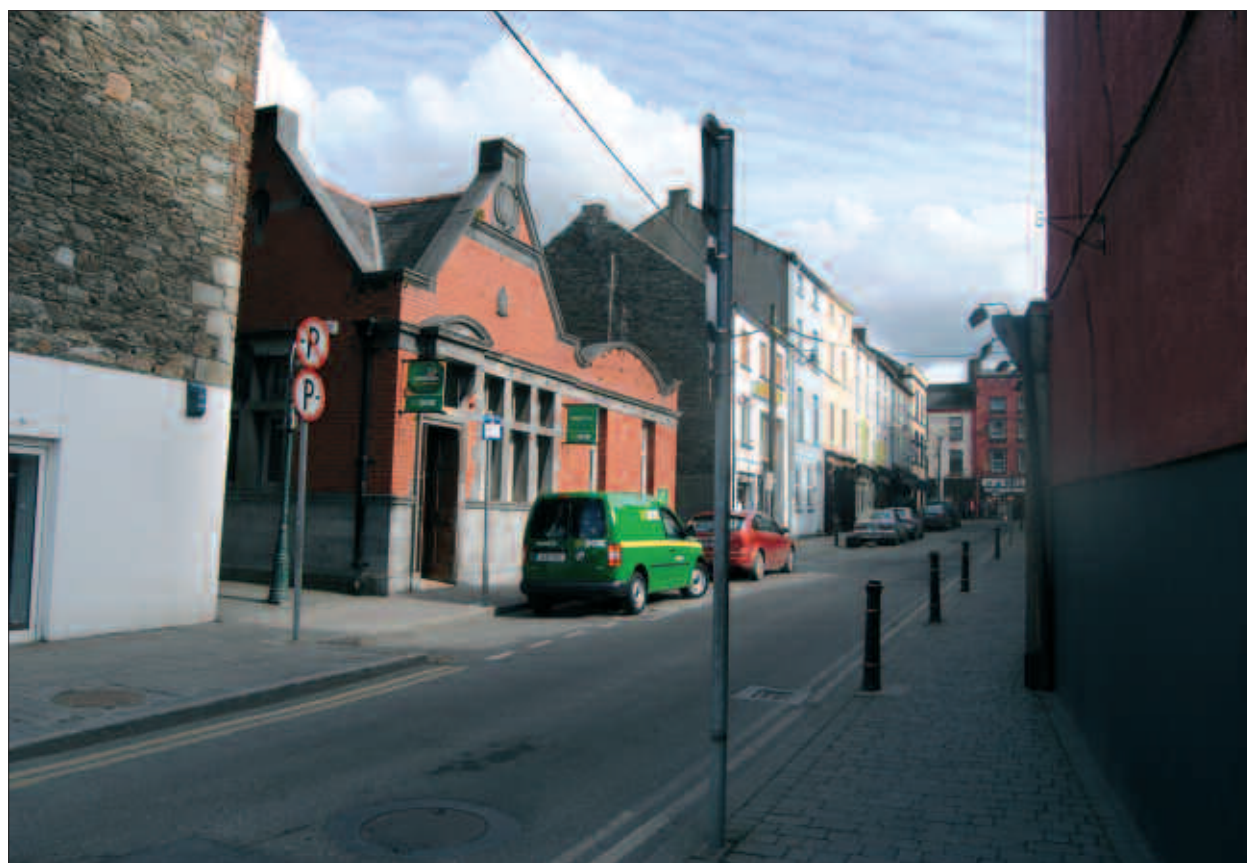
15.3 Architectural Heritage

15.3.1 Protected Structures

The inclusion of a structure on the Record of Protected Structures (RPS) does not preclude appropriate use or development. However, no works which would affect the character of the structure, or any element of it, which contributes to its special architectural heritage interest may be carried out to a Protected Structure without planning permission. In addition to the exterior of the building, the interior of a protected structure together with any structures within its curtilage are also protected.

All planning applications relating to a Protected Structure will require qualitative information to be submitted in order to facilitate a full consideration of the potential impacts of any proposed change of use of a Protected Structure prior to permitting any such change of use.

The Councils will only consider the change of use of Protected Structures, if it can be shown that the structure, character, appearance and setting will not be adversely affected by the change of use proposed. The proper recording of the building will be required before any changes are made. In all such cases, the opinion of the DEHLG and other relevant bodies shall be required.



Above: Post Office, Charles Street.

15.3.2 Architectural Conservation Areas

In Architectural Conservation Areas (ACAs), the Councils will have regard to the following:

- The effect of the proposed development on buildings and the surrounding environment, both natural and man-made;
- The impact of development on the immediate streetscape in terms of compatibility of design, scale, height, plot, width, roof treatment, materials, landscaping, mix and intensity of use proposed;
- New alterations and extensions should complement existing buildings/structures in terms of design, external finishes, colour, texture, windows, doors, roof, chimney, design and other details;
- In dealing with advertisements in ACAs, the overriding consideration will be the enhancement and protection of the essential visual qualities of the area.

15.4 Archaeology

Items of archaeological value which are finite, non-renewable resources must be protected and maintained and the planning process is an essential mechanism for ensuring this protection. The Councils will play their role in seeking to protect archaeological remains in situ where feasible. The importance and value of the wider historic landscape and environment is also recognised. The Councils shall require the developer to submit a report prepared by a suitably qualified archaeologist on the archaeological implications of a proposed development involving works which could impact on archaeological remains.

In appropriate circumstances, the Councils when granting permission for development may impose conditions requiring the following:

- Professional archaeological supervision of site excavations;
- The funding by the applicant of archaeological assessment, monitoring, testing or excavation of the site and submissions of a report thereon, prior to the commencement of development;
- The preservation of all or part of any archaeological remains on site.

15.5 Residential Development

The 'Sustainable Residential Development in Urban Areas' and its companion document 'Best Practice Urban Design Manual' (DEHLG, 2008) provide a framework for the best advice in urban design and illustrate how design principals can be translated into practice for the creation of sustainable communities. Developers should therefore take account of the advice contained in these guidelines. This will result in proposed sustainable developments of sufficiently high design quality.

The basic principles of good design include;

Character	A place with its own identity, the character of an area refers to its existing layout, form, content and fabric.
Enclosure	A place where public and private spaces are clearly defined.
Legibility	A place that has a clear image and is easy to understand.
Permeability	A place that is easy to get to and move through.
Quality of Public Spaces	A place with attractive and successful outdoor spaces. The treatment of surfaces, landscaping and street furniture must be an integral part of the overall design.
Diversity	A place with variety and choice, containing a mix of compatible developments.
Adaptability	A place that can respond to changing social, technological and economic conditions.

The Councils will seek to ensure that new housing development incorporates the principles of urban design and that future developments are well integrated with the form and framework of the existing town. New housing development will be required to meet the following criteria:

- Should be of a design, which is sympathetic to the character of the area and avoids the adverse affects of over development.
- Should achieve a density compatible with the surrounding environment and the guidelines of the Planning Authority.
- Will not have significant adverse impacts on the amenity of neighbouring properties or its immediate surroundings.
- Will not have significant adverse impacts on areas or buildings of historic or architectural interest, or on sites of nature conservation or archaeological importance.
- Will provide attractive conditions for walking and cycling with linkages to adjoining residential areas, the town centre, amenities and open space areas.
- Will provide for adequate functional open space areas linked to adjoining open space areas, where practical.
- Will not create traffic hazards.
- Will incorporate suitably designed lay-bys for future local bus services.
- Will encompass accessible design in accordance with the policy contained in Sections 7.2 and 8.4 of this Plan.

To assist in the achievement of high quality residential development the Councils will:

- Prepare a Design Guide for Residential Areas elaborating on and providing a more qualitative emphasis to the development standards contained in this section;
- Consult with designers and developers in the preparation of Residential Site Briefs for particular sites setting out the main considerations, design principles and quality objectives which a proposed development should address including;

- Analysis of how the proposed development will fit in and relate to the surrounding Masterplan areas;
- An analysis of the topography and other environmental considerations;
- Survey of existing structures on site;
- How proposed arterial cross routes and other transport links are incorporated into the design;
- Significant landmark buildings in the vicinity and an appraisal of their visual appropriateness;
- Major pedestrian generators and public access;
- Identification of areas that should remain undeveloped;
- Key views and prospects to be protected;
- Landscape features, groups of trees, hedgerows, streams and topography;
- Capacity of public utilities to service the site

The Councils may require prospective developers of housing estate developments (especially in some of the smaller settlement areas) to submit a report that provides an assessment of the likely impact of their development in relation to (amongst others):

- The need for community / health facilities;
- Accessibility to community facilities and services;
- Public transport facilities and services;
- Crèche/ childminding facilities;
- Educational facilities and provision;
- Recreation and sport facilities and provision.

The following guide sets out the general requirements of the Councils in relation to new residential developments.

15.5.1 Residential Density

The 'Sustainable Residential Development in Urban Areas' and its companion document 'Best Practice Urban Design Manual' (DEHLG, 2008) provide a framework for the avoidance of suburbanisation, through the promotion of higher densities in appropriate locations. Strict adherence to maximum and minimum density standards is a prerequisite. Regard should also be had to "Residential Density – Guidelines for Planning Authorities" (DEHLG, 1999). The emphasis should be on providing quality housing environments based on innovation and a design led approach with proposals appropriate to each site and location. The aim is to make the most efficient use of land and infrastructure, to avoid cramming and over-development and to protect urban green spaces and quality of life.

The Councils will seek to promote appropriate levels of higher residential densities on 'brownfield sites' in the town centre and at other appropriate locations. While the emphasis will be towards appropriate and reasonable higher densities the Councils recognise the need for lower densities in some areas. The density of a proposed development will largely depend on the following:

- Proximity to town centre
- Impact on the surrounding area
- Efficient use of the site
- Capacity of public utilities to service the site
- Design and quality of development

In providing for a range of residential densities, consistent with the need to ensure high quality residential environments, the Councils will:

- Have regard to the guidelines on Sustainable Residential Development In Urban Areas (2008), Quality Housing for Sustainable Communities: Best Practice Guidelines for Delivering Homes Sustaining Communities (2007), Design Standards for New Apartments (2007) & Residential Density Guidelines (1999);
- Promote higher density development in the town centre, along significant radial routes and other appropriate locations;
- Adopt a flexible approach in the matter of residential density and avoid the rigid specification of minimum and maximum density standards. The approach will focus on quality and innovation to achieve attractive living environments;

- Recognise the need for lower densities in appropriate areas;
- Ensure that density levels do not result in the excessive clearance of existing trees or other landscape features, which provide individual character, distinguishing one estate from another;
- Where higher density developments are proposed higher quality design, layout and provision of open space and facilities will be required.

In determining whether the density of a development proposal is appropriate, the Councils will have particular regard to the amenity of surrounding areas and the quality of design. The standards outlined in Table 12 below are given as an indication and will be dependant on site specific circumstances.

Table 12 Indicative Residential Density

Zone	Maximum Dwelling units per		Indicative appropriate locations
	Hectare	Acre	
Low Density Residential	10	4	Outer edge of the Urban-Rural transition
Low-Medium Density Residential (Greenfield/edge of town)	10-17	4-7	Generally new zoning within towns except where it is an urban – rural transitional area or a strategic location.
Medium-High Density Residential (existing built up area)	17 - 25	7 - 10	

15.5.2 Layout and Design

Innovation in the layout of residential estates will be encouraged; the overriding factor in the determination of planning applications will be the overall quality of the estate in terms of residential amenity and environmental sustainability. In assessing new housing developments the Councils shall consider the following:

- All new housing estates should be designed to provide privacy and security for residents;
- Estate access roads should be designed to provide linkages to existing and proposed developments adjoining the site;
- Residential streets should be designed to reduce traffic speeds;
- Properties should face the street and address corner sites- no rear gardens should back onto roads or open space;
- Open space should be located at accessible points within the development;
- New layouts must provide clear and safe routes for access to all parts of the development, including open space, to ensure access for everyone;
- Large residential developments shall generally be broken down into small functional and visual groups of 20 houses or less;
- Maximum use should be made of the opportunities presented by existing landscape features (including tree groups, hedgerows, streams) and topography, to provide structure and identity to new housing developments;
- Landscaping should be designed to provide ease of future maintenance and not create security problems in the future;
- Orientation of dwellings should be such that maximum levels of daylight and sunlight are achieved, influencing not only the amenity of the occupants but also the energy demand for heat and light;
- A minimum of 2.3 metres should be provided between the side walls of all



detached and semi-detached dwellings. A property boundary should ideally occur midway between this spacing;

- Car parking should generally be provided within the curtilage of the proposed dwellings. Where this is not possible rear parking courts or on street parking can be provided if this can be viewed from the dwellings. The visual impact of large areas of car parking should be reduced by the judicious use of screen planting, low walls and the use of different textured or coloured paving for car parking bays;
- Gated estates will not be permitted, however the Councils will consider restricted access to private parking courts or service areas;
- Terraced dwellings on greenfield sites shall provide rear access to the back gardens.

The design of dwellings in residential estates should bear a relationship to the nature, scale and form of the existing built fabric within the settlement. Any proposals for modern developments must be in harmony with existing dwellings and the surrounding built environment. New dwellings should achieve the minimum standards outlined in 'Quality Housing for Sustainable Communities: Best Practice Guidelines for Delivering Homes Sustaining Communities' (DEHLG, 2007). A variety of dwelling types, sizes and designs will be encouraged to ensure a good social mix.

Outline applications for residential estates in which each site will be developed independently must be accompanied by a design brief for the overall development. Each subsequent dwelling submitted for approval must have regard to that design brief.

15.5.3 Accessibility – Housing for All

The Councils are committed to providing a range of house designs to meet with the requirements of the housing needs of people with disabilities. While the Councils recognise that Part M of the Building Regulations has led to improved visitor accessibility there is a significant need to ensure a variety of housing types to provide accommodation for people who have disabilities. In order to improve the supply of suitable housing choice for the future, all new housing estates of 10 dwellings or more shall seek to ensure that at least 20% of the proposed dwellings are adaptable to provide accommodation for people with disabilities in accordance with the policy contained in Sections 7.2 and 8.4 of this Plan.

15.5.4 Public Open Space Areas

Functional open space areas should be provided at a rate of 10% of the total site area or 1 hectare per 150 dwellings, whichever is the greater. This figure may vary according to the quality of the open space and the density of the overall development. Financial contributions may be accepted where it can be demonstrated that sufficient amenity has been provided for the estate through an existing amenity/park in the vicinity.

Open space should be graded from large areas of open spaces to small play areas and incidental open spaces throughout the estate. Hard landscaping should be provided where appropriate, to accommodate desire lines through open spaces and also to facilitate the use of open space year round. Public open space areas should be provided with an optimal amount of surveillance from dwellings within the estate.

Open space areas should retain, where possible, existing site features including mature trees. Where such features are to be retained, provision should be made for their protection during construction.

All open space areas shall be accessible for people with disabilities. The use of steps should be avoided; street furniture, footpath surfacing and children's play areas must also be accessible. Play areas shall be provided on the open space of new residential developments.

15.5.5 Private Open Space Areas

An adequate amount of usable private open space should be provided within the curtilage of each dwelling. Private open space should be designed for maximum privacy and orientated for maximum sunshine and shelter. In order to achieve adequate privacy and open space between houses in new residential developments, the following minimum requirements shall normally apply.

- The requirement shall be a minimum of 60-75 sq.m. for 3, 4 and 5 bedroom houses.
- A slightly reduced standard may be allowed for 1 and 2 bedroom houses, but in no instance shall a figure of less than 48m² per dwelling be acceptable.
- The proportions of this private open space may vary although a distance of 22m shall generally be observed between opposing first floor windows.
- Where a developer chooses to provide a combination of private and communal open spaces (e.g. courtyards) it may be considered appropriate to consider the sum of both spaces as satisfying the private open space requirement for these dwellings.

The following criteria should be taken into consideration in relation to private open space:

- The boundaries of rear gardens shall be 1.8m-2m in height and shall be formed by high quality boundary treatments such as concrete block wall or concrete post and rail fencing. The use of post and wire fencing and timber fencing will not be permitted.
- 2 metre high concrete walls shall be provided between all areas of public open space and gardens to the rear of dwellings. The walls shall be suitably rendered and capped in a manner acceptable to the Council;
- Private open space should be designed so that it is usable for the proposed residents. Long narrow rear gardens or awkward shapes are therefore not acceptable;
- Generally, windows in the gable/side walls of dwellings will not be permitted where the window would closely overlook the curtilage of the adjoining dwelling.

15.5.6 Landscaping

A detailed landscaping plan must be prepared as an integral part of the overall development of the estate and submitted as part of the planning application for the development. Planting will need to be carefully considered in communal areas. Consideration should be given to the growth rate of the species and also to the level of maintenance required for the landscaping. The developer will be responsible for the laying out and planting of all landscaped areas. Existing trees or natural features should be retained and incorporated into the landscaping scheme where appropriate.



Above and right:
Examples of landscaped estates.



15.5.7 Naming of Developments

The names of residential, commercial and community developments including roads shall reflect local place names, particularly townlands, or local names which reflect the landscape, its features, culture or history of the area in which the development is located; also considered will be the names of historical persons associated with the area. The use of Irish names will be encouraged where possible. The developer/applicant shall provide an explanation of the origin/inspiration for the name with the compliance proposal.

The Planning Authority shall approve the name chosen prior to the launching of any advertising campaign for a development. WCC has prepared a guide on naming developments to provide assistance to developers. The guide “Wexford County Council Placenames” is available from the Forward Planning Section at Wexford County Council.

15.5.8 Maintenance and Management

Section 34(4)(i) of the Planning and Development Act 2000, as amended, provides for the inclusion of conditions attached to a planning permission regarding the maintenance of a proposed development. This includes the establishment of a management company or the appointment of a person to carry out such maintenance. It is the policy of the Councils, in accordance with Circular Letter PD 1/08 issued by the DEHLG, that management companies will only be required for the following type of developments:

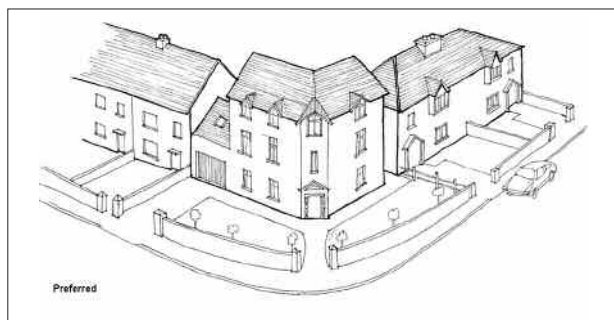
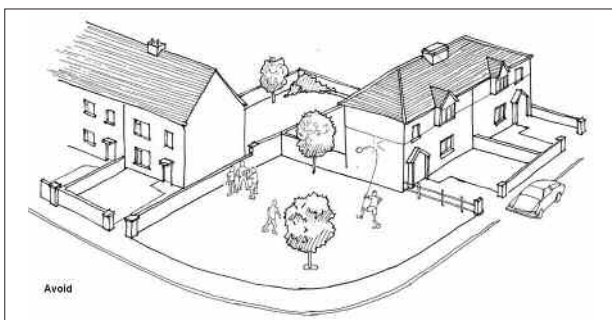
- Apartment blocks or multi-unit structures;
- Holiday home developments;
- If a specific service or facility is provided for residents use only such as a swimming pool or private playground;
- In developments comprising houses, apartments, duplexes or a mix of any of these, to maintain facilities which though not necessarily inaccessible to the general public, are not required to be taken in charge by the Local Authorities (e.g. facilities such as highly landscaped open spaces or allocated car park spaces).

15.5.9 Infill Housing

Limited infill within existing housing estates may be considered where it is shown that the proposed development does not negatively impact on the design, layout, open space provision and overall character and would not be inappropriate or out of character with the existing density of the estate. It may be possible to relax normal planning standards, e.g. car parking, and reduce planning contributions in order to encourage such development where there is a clear planning gain for the community. Each case will be considered on its merits.

The Councils will encourage and facilitate infill housing development including the redevelopment of vacant, derelict or underused sites. Applicants and developers will be required to have regard to the following guidelines in preparing development proposals:

- The design must be in sympathy with the existing character of the area in terms of density and details such as window types, heights, materials, finishes, building lines and roof pitches;
- The development should incorporate an acceptable element of private open space for amenity use; where this is not possible, the developer may be required to contribute towards the cost of provision of new open space or improvements to existing open space in the vicinity;
- Sufficient space should be provided to accommodate bin, fuel and other household storage.



15.5.10 Backland Development

Development of backlands, including the construction of extra dwellings in back gardens may result in inappropriate and disorderly development and can have an adverse affect on the residential amenity of adjoining properties. This may also result in the overloading of infrastructure and missed opportunities for integrated renewal. However backland development will be considered if:

- There is no loss of privacy to adjoining dwellings.
- The access arrangements would not significantly increase noise and disturbance to existing dwellings.
- There is adequate off-street parking.
- There is adequate provision of private amenity space.
- The scale and design of the dwelling is compatible with the character of the buildings in the surrounding area.
- There are no issues of overshadowing.
- Existing trees or natural features are retained.

In the event that a large plot of land, located in a backland location, is the subject of a development proposal, an indicative layout of the overall development intentions for the land will be required.

15.5.11 House Extensions

Extending existing dwelling houses to meet changing family needs is an acceptable form of development which is viewed positively by the Councils. Development proposals should have regard to the following:

- The size of the extension should be suitably designed, having regard to the size of the existing house and houses in the vicinity;
- The design and use of external materials should be in harmony with that of the existing house and the general architectural character of the area;
- The development should not have an adverse impact on the amenities of adjoining properties;
- In general the proposed extension should not impinge on the ability of adjoining properties to add a suitable and acceptable residential extension;
- Site coverage should be carefully considered to avoid unacceptable loss of private open space or encroachment on wastewater treatment infrastructure;
- In urban areas the development should not result in the loss of any off street parking.

The Councils will consider on their merits, exemptions to the above policy in the case of adaptations required to provide accommodation for people with disabilities.

In dealing with detached units to provide ancillary accommodation for family members (granny flats) the Councils shall have regard to the following:

- Vehicular Access to the flat should be shared;
- Required separation distances from wastewater treatment systems must be achieved;
- Garden areas should be shared;
- The unit should not consist of more than a combined living/kitchen/dinning area, WC bathroom and no more than two bedrooms;
- The unit will be conditioned to restrict the use to the enjoyment of the main dwelling.

15.5.12 Apartments

The Councils acknowledge that apartment developments have a role to play in meeting the accommodation needs of the young, mobile sectors of the community, small households and as tourist accommodation. Apartments are also important in mixed use developments providing security when located above shops and community facilities and have a valuable role in creating new streetscapes in urban areas.

All proposals for apartments should have regard to the 'Sustainable Urban Housing, Design Standards for New Apartments' (DEHLG, 2007). These guidelines provide a framework for ensuring that the design and layout of new apartments will provide satisfactory accommodation for a variety of household types.



Above: Rivergate Apartments, Craywell Road.

The Councils will consider proposals for apartment schemes provided they are compatible with surrounding areas, would not give rise to adverse impacts on the amenities of adjoining properties, or on areas or structures of historic or architectural interest, and can be provided with adequate car parking facilities. Apartment schemes shall provide communal facilities to serve the needs of residents, including refuse bin storage areas, internal storage areas and washing and drying facilities. These facilities shall be conveniently located and well ventilated. New developments shall also incorporate, where possible, suitably designed lay-bys for future local bus services.

The Councils will ensure that the standard of accommodation is suitable and will not permit apartment developments where the internal floor area of the apartment is less than 75 sq. m. The subdivision of existing dwelling houses into apartments/ flats will not generally be permitted within residential estates designed and developed for single family occupancy.

15.5.13 Private Open Space for Apartments/Duplexes

Private open space in apartment and duplex type schemes can be provided in the form of landscaped areas, courtyards, terraces/ patios and balconies. All developments would be expected to have some form of private open space in the form of balconies directly accessible from the apartment; however when the level of open space cannot be provided in a balcony alone, then semi-private open space as described above would be acceptable. In relation to apartment schemes the minimum standards for balconies should accord with the standards set out in Table 13 below.

Table 13 Minimum Floor Areas for Apartment Balconies

No. of Bedrooms	Minimum Floor Area
One Bedroom	5 sq.m.
Two Bedroom	7 sq.m.
Three Bedroom	9 sq.m.

The design of the open space should have regard to the following:

- Roof gardens will be required to have secure boundaries and shall be adequately landscaped;
- Balconies will be required to be designed as an integral part of the building and shall respect the streetscape and townscape context and surrounding amenities.

15.5.14 Use of Upper Floors for Residential Purposes

The unused upper floors of premises provide a valuable accommodation resource. Their use for living purposes would contribute to the revitalisation of the town centre. The Councils will promote and encourage the utilisation of upper floor space for residential purposes.

15.5.15 Refuse Storage

In all apartment development proposals, provision shall be made for a secure, and well-screened, refuse storage and collection point area. A minimum space sufficient for three wheelie bins will be required for each residential unit. Roads and access to these areas should be suitable for easy servicing and turning by emergency vehicles. Proposals for terraced housing developments must provide adequate storage space for bins if external access to the rear gardens is not proposed.

15.6 Building Sustainability

The Councils are committed to encouraging more sustainable development through energy end use efficiency and increasing the use of renewable energy in all new building projects. It will achieve this by:

- Encouraging responsible environmental management in construction;
- Promoting sustainable approaches to housing developments by spatial planning, layout, design and detailed specification;
- Ensuring high standards of energy efficiency in all housing developments, and encouraging developers, owners, and tenants to improve the environmental performance of the building stock, including the deployment of renewable energy;
- Implementing the EU Directive on the Energy Performance of Buildings (EPBD) by requiring the energy rating and labelling of building energy performance.



15.7 Industrial and Commercial Development

There will be a presumption in favour of industrial and commercial development located where infrastructure has been provided and in line with the principle of sustainable development. Industrial/warehousing/business park developments should present a pleasant aspect helped by tree planting, landscaping, careful design of signage, screening of storage space and unobtrusive loading and parking space. A variety of unit sizes shall be provided to cater for the differing needs of potential occupants.

Industrial and commercial developments on greenfield sites will be required to satisfy minimum requirements for design regarding location, layout, finishes, access, tree planting and landscaping, boundary treatment, water supply, drainage, and effluent disposal. In addition the following criteria shall apply:

- Sufficient space shall be reserved within the curtilage of the site for parking of all employees' and visitors' cars and for the loading and unloading of vehicles. Parking spaces shall be clearly delineated.
- Adequately screened on-site storage shall be provided for raw materials, waste products and finished goods.
- New developments shall be designed to provide access for all and shall include parking areas for people with disabilities close to the main entrance, equal access toilets and access to floors above ground level.
- Proposals for developments that would generate a large volume of HGV traffic should not be located where they would encourage movement of such traffic through residential areas.
- Areas between the building and the road boundary may include car parking spaces, provided an acceptable landscaping scheme is incorporated.
- Access roads to industrial estates will normally have a minimum overall reservation width of 13 metres consisting of a 7 metre carriageway, two 1.5 metre grass verges and two 1.5 metre footpaths. Main access routes to industrial lands will also be required to provide reservations for cycleways.
- Adequate lighting will be required on all industrial estate roads.
- There shall be a minimum landscaped/planting strip to a width of 3 metres on all principal road frontages and 4 metres where the zoned land borders residential or other non-compatible uses.

15.8 Office Development

The Councils will encourage office development to be located in the town centre. The use of vacant or under-utilised upper floors for office development will be encouraged (except where this would result in a significant loss in residential accommodation in the retail core). Outside the town centre, applications for office development will be permitted in principle in areas zoned for Mixed Use, Commercial and Light Industry and Office.

The Planning Authority will apply the following standards when considering proposals for office type uses:

- In general the Planning Authority will not permit office developments outside the above mentioned centres. There are two exceptions to this policy:
 - Offices will be permitted on land otherwise zoned where it is ancillary to a use permitted under the proposed use class;
 - Home offices and tele-working will be permitted within existing houses providing that: it is ancillary to the use of the dwelling house as a residence; it will employ only persons residing in the dwelling house; the use permitted will generally not be frequented by members of the public and the use does not have a negative impact on residential amenities of adjacent dwellings or traffic levels in the area. Permission will not normally be granted for such changes of uses in apartments.
- Change of use from shops to offices in the town centre will only be permitted where such services would not detract from the retail core;
- New office developments shall be designed to ensure access for all with adequate equal access WC facilities for staff;
- All new office developments on greenfield sites will be required to provide a minimum of 10% open space.



Above: Mixed use development at the junction of Marsh Lane and the Quay

15.9 Retail Development

Applications for all retail development will be assessed in accordance with the criteria specified in the Retail Planning Guidelines for Planning Authorities published by the DEHLG in 2005, the County Retail Strategy and the New Ross Town Retail Strategy prepared with this Plan.

Significant planning applications for retail development must demonstrate the following:

- That the proposed development has been tested against the 'Sequential Approach' and alternative locations have been considered;
- Impact of the proposed development on the town centre, including cumulative impact;
- That the baseline information and capacity/impact assessment is accurate and transparent;

- That there is a demonstrable need for the development;
- Its contribution to town centre improvement;
- Its contribution to site / area improvement;
- The quality of access by all modes of transport;
- Its role in improving the competitiveness of the County;
- Its role on sustaining rural communities;
- Any other Development Plan considerations.

In considering retail developments the Councils will require:

- Accessible entrances and approaches to entrances;
- Stores above a floor area of 1000sq.m. to provide public equal accessible toilets;
- Adequate provision of parking for people with disabilities in addition to parking for parents with young children;
- Provision of recycling bring centres to be located in accessible locations;
- Provision of bicycle parking;
- Stores above 3000sq.m. to provide for taxi ranks and bus stop/lay-bys.

15.9.1 Shop Front Design

Shopfronts are one of the most important elements in determining the character, quality and image of retail streets in New Ross. In order to increase the attractiveness of the town, the Councils will promote a dual approach to shopfront design:

- Protecting traditional and original shopfronts, particularly in Architectural Conservation Areas and the retail core; and
- Encouraging good contemporary shopfront design where appropriate.



Above: Traditional shopfront, South Street.

Developers and designers are advised to consult the design guide 'Shopfronts and Streetscapes in County Wexford'. In general, the design of shopfronts should relate to the architectural character of the area and of the building of which it forms part. New shopfronts shall ensure the provision of ramped or level access to facilitate access for all. The Councils will seek to retain the remaining traditional shopfronts of townscape importance. It should be noted that the replacement of an existing shopfront or the insertion of a new shopfront requires planning permission, and is not considered by the Councils as constituting exempted development.

15.9.2 Roller Shutters

The installation of security shutters can visually destroy and deaden the shopping street at night, thereby detracting from the environment of the town. It is the policy of the Councils to discourage the use of such shutters and to ensure the removal of unauthorised ones. The erection of a roller shutter, and its associated housing, requires planning permission.

Where security shutters are considered to be essential, for example because of the type of business transacted or goods stored and/or where the location so indicates, the Councils may permit them provided that they meet the following criteria:

- They must be of the open-grille type (not perforated or solid);
- They must be painted to match the shop-front colour scheme;
- They must be located, together with their associated housing, behind the window display or behind the glazing.

Roller shutters that are located on the exterior of the shopfront will not be permitted. The use of roller shutters and their housings for advertising purposes will not be permitted. Alternatives to roller shutters, such as the use of traditional panelled timber shutters or demountable open grilles will be encouraged. Such alternatives require planning permission, but will be favourably considered in place of roller shutters.

15.10 Advertising Signs & Structures

Inappropriate advertising can detract from the visual appearance of an area and can generate a traffic hazard. All advertisements and advertisement structures, other than those exempted under Schedule 2, Part 2 of the Planning and Development Regulations 2001, as amended shall be the subject of a formal planning application.

The following general policy will apply:

- Signs attached to buildings will be preferable to those on freestanding hoardings;
- Signs will not be permitted if they compete with road signs or otherwise endanger traffic safety;
- Signs will not normally be permitted in residential areas;
- The location of signage should be such as to prevent it leading to obstructions to the visually impaired or interfering with access on footpaths;
- The size and scale of signs should not conflict with those of existing structures in the vicinity;
- The number and position of signs should not unduly clutter the building façade or streetscape;
- High level advertising will not be permitted; signs should be positioned at or below ground floor fascia level; signs will not be permitted above eaves or parapet levels;
- The use of neon, plastic, PVC, perspex flashing, reflectorised or glitter type signs on the exterior of buildings or where they are located internally but visible from the outside will be prohibited;
- Signs shall not exceed 10% of the surface area of the building;
- Signs should not interfere with windows or other features of the façade or project above the skyline;
- Advertisement hoardings will not normally be permitted however temporary permission will be considered where they screen development sites or vacant plots.

15.11 Petrol Filling Stations

In general filling stations, where a need has been established, should be located within the 50 km/ph or 60 km/ph speed limits and/or within the development boundaries of New Ross. Petrol filling stations will not be permitted in locations where by their appearance, traffic noise or fumes would have a serious impact on the amenity of the area or adjoining properties. Developments on national road networks will be strictly controlled. A proliferation or an over-concentration of filling stations along a particular road will not be acceptable because of the cumulative environmental impact on visual or residential amenity and the creation of a traffic hazard.

Ancillary retail uses may be permitted such as small convenience type shops with a floor area generally not exceeding 100sq.m. of sales space. Applications for associated retail space in excess of 100sq.m. (net retail sales area) shall have regard to the sequential approach and to the New Ross Retail Strategy. The layout of the station forecourt should be arranged to allow dedicated parking for shop customers.

Any application for a new petrol filling station should provide sufficient road frontage, clear visibility, two points of access, sanitary convenience for public use, and the surface of the forecourt shall be graded, surfaced with bitumen macadam or other suitable material and drained to the satisfaction of the Councils. A petrol/oil interceptor trap shall be fitted to the surface water drainage system. All applications for petrol stations will be required to have regard to the standards set out Table 14 below.

Table 14 Petrol Stations Design Standards

Overall Design	High standard of design and comprehensive landscaping, providing for an integrated site development concept covering buildings, structures, canopies, advertising, lighting; taking into account also the design and character of the built environment in the vicinity.	
Access	<p>The width of the accesses shall be not less than 6m and not more than 9m.</p> <p>The radii of the kerbs at the entrance and exits shall be not less than 10m.</p> <p>The minimum distance from the entrance (access way) to the nearest road junction or traffic lights shall be as follows:</p> <p>Major roads: 50m</p> <p>Minor roads: 25m</p>	
Frontage	<p>Towns and Villages: Minimum 31m, Rural: 45m</p> <p>The site shall be clearly demarcated from the public road with a low wall not exceeding 0.5m in height constructed along all of the front boundary line.</p> <p>A footpath shall also be provided outside the boundary wall.</p> <p>Suitable measures shall be incorporated in the footpath to prevent illegal or unauthorised parking on the public footpath and roadway outside of the development.</p>	
Location of Structures	<p>The centre island containing the pumps shall in no case be nearer than 7m. to the edge of the road curtilage.</p> <p>No obstruction other than the pump island shall be located within 15m. of the road boundary.</p> <p>No structures whether permanent or temporary shall interfere with the sight lines of drivers or obstruct pedestrians.</p>	
Visibility	Speed Value of Road	Minimum Visibility Distances Required – Single Carriageway
	40 kph.	170 m.
	60 kph.	170 m.
	80 kph.	230 m.
	100 kph.	280 m.
Parking	<p>Parking bays/aisles must be so located as to minimise pedestrian/vehicular conflict.</p> <p>Adequate parking, screened from general view, to cater for vehicles being serviced.</p> <p>Adequate parking for disabled persons shall be provided.</p>	
Lighting	<p>Lights, signs and other appurtenance shall not be located where they cause glare hazard or confusion to public road users.</p> <p>All illumination on outdoor areas shall be shielded so as not to shine upon any property used for residential purposes.</p>	
Advertising/Canopies	<p>Minimal and necessary advertising only. Main sign/logo shall not exceed 4.5m. in height. Advertising shall not interfere with visibility lines. Forecourt and footpath shall not be used for the location of advertising. Advertising which is visually intrusive or interrupts the continuity of streetscapes will not be permitted.</p> <p>Design and scale of canopies to have regard to site location, siting and local architectural character.</p>	
Drainage/General Facilities	<p>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.</p> <p>A petrol/oil interceptor trap shall be fitted to the surface water drainage system.</p> <p>Provision shall be made for the storage and removal of refuse and waste material.</p> <p>Depending on location/size of the development, it may be necessary to provide sanitary accommodation for public use.</p>	
Retail Uses	Size of convenience retail component/range of goods for sale may be limited having regard to location, retail facilities available in vicinity, adequacy of parking, traffic safety.	
Public Facilities	Equal access public toilets including a baby changing facility shall be provided.	

15.12 Pubs / Nightclubs / Amusements Centres

In order to maintain an appropriate mix of uses and protect night-time amenities in New Ross, the Councils will prevent an excessive concentration of pubs, nightclubs and amusement centres in a particular area.

The following issues shall be taken into account in the assessment of applications for such uses:

- Potential effects of the development on the amenity of nearby residents.
- Noise at the boundaries will be carefully monitored and noise insulation measures will be required at the time of the submission of the planning application; an important consideration for the Councils is the number and frequency of events in such facilities.
- The Councils shall insist that proper litter control measures are in place prior to the opening of any premises.
- Facade design will be carefully controlled by the Councils and in particular the type and degree of advertising signage and lighting. The design shall respect the character of the street and the buildings.

15.13 Hot Food Takeaways

Proposals for the development of these facilities will generally only be acceptable in areas of mixed use activity. A proliferation of hot food takeaways will not be permitted in any particular area. Fast food outlets will generally not be permitted within a 200m radius of educational establishments and only in exceptional circumstances will such development be considered in residential areas, having regard to the negative impacts including noise, litter, opening hours and general disturbance, to which it can give rise. Stringent controls will be applied with regard to litter collection and façade design. The latter may necessitate the alteration of corporate images in order to assimilate into the character of the area. The Councils may impose restrictions on opening hours as a condition of planning permission.

15.14 Community Facilities

15.14.1 Schools

Sites required for the provision of new schools shall comply with the requirements of 'The Provision of Schools and the Planning System: A Code of Practice for Planning Authorities' (DES and DEHLG 2008). Provision must be made within the site for adequate car parking for staff (at a rate of 3 per classroom), bus parking, pick-up/drop off areas, informal hard surface play area, and areas for organised sport activities. The Councils in association with the school authorities will endeavour to provide pedestrian crossings, road markings and footpath provision where required. Provision should be made in schools for all forms of organised sporting facilities.



Above: St. Joseph's N. S., Michael Street.

15.14.2 Childcare Facilities

The Councils recognise the need for the provision of properly run and conveniently located childcare facilities. Applications for childcare facilities in residential areas will be assessed in terms of the effects on the amenities of adjoining properties and the level of traffic generated by the proposed development. In general residential developments of 75 or more dwelling units will require the provision of a purpose built childcare facility. This standard may be modified in any particular case where there are significant reasons for doing so. Criteria that may be taken into account in such an assessment include the existing geographical distribution of childcare facilities and the emerging demographic profile of the area. The Councils will consider, by agreement, the development of a central childcare facility serving one or more housing estates.

All childcare facilities shall be provided in accordance with 'Childcare Facilities: Guidelines for Planning Authorities' (DEHLG, 2001), or any subsequent revisions to these guidelines.

Applications for such facilities should include the following information:

1. Nature of the facility:
 - Full day care;
 - Sessional;
 - Drop In;
 - After School Care;
2. Numbers and ages of children being catered for;
3. Parking provision for both customers and staff;
4. Proposed hours of operation;
5. Open Space provision and measures for the management of same.

It is recommended that applicants seek the advice of the Wexford County Childcare Committee, the Health Service Executive and other relevant bodies in the design of childcare facilities prior to the submission of applications for planning permission. The design of childcare facilities should have regard to 'We Like This Place, Guidelines for Best Practice in Design of Childcare Facilities', Department of Health and Children, 2005. In addition, facilities shall be flexible in design to allow for changing demands as communities mature.

- In general, it is the policy of the Councils to discourage the complete conversion of existing semi-detached and terraced dwellings within housing estates to childcare facilities. The childcare use should remain secondary and the bulk of the house should be retained for residential purposes.
- In new housing estates, purpose built facilities are normally required.
- In considering applications for both purpose built facilities and the conversion of existing premises, the Councils will favour those locations that are close to existing community and educational facilities and public transport nodes.
- The Councils will strongly resist the change of use of childcare facilities (provided under the Childcare Guidelines) to non-community uses such as residential, retail or commercial uses, except in exceptional circumstances.

15.14.3 Residential Care Homes

The Councils recognise the need to provide for a range of accommodation for those who require supervised care. In considering applications for care homes the Councils will have regard to the following:

- The existing social facilities and demand within the area. In locations where there is a grouping of a particular user group applications should include an assessment of the impact on local services.
- The impact on the physical character of the area such as car parking levels and private amenity space.
- The impact on noise and disturbance from additional traffic.
- The standard of accommodation and facilities offered. In large developments or developments which are not located adjacent to local facilities the provision of Pray Rooms /Chapels, Shops etc. will be required.

15.15 Transport

The Councils may require applicants to submit a Traffic and Transport Assessment and/or a Road Safety Audit as part of a planning application where it considers that the proposed development would have a significant impact on the traffic within the locality of the proposed development or where it would affect a national road. Applicants are advised to consult with the Roads Design Section of the relevant Council prior to the submission of significant applications.

15.15.1 Access Requirements

Generally it is the policy of the Councils to discourage the proliferation of access points onto public roads, particularly in areas where the maximum speed limit applies and on national primary routes. The Councils will therefore encourage and promote shared access points. Vehicle entrances and exits must be designed to avoid hazard to pedestrians and other traffic.

15.15.2 Sightlines

Each proposed development will be carefully assessed and sight distance requirements may vary depending on the location and the nature and scale of the development. The assessment of sight distance requirements will have due regard to National Roads Standards, referred to as NRA DMBRA and DMRB Road Geometry Handbook.



Above: View towards Rosbercon from Barrack Lane.

15.15.3 Road Layout and Car Parking Requirements

The layout and design of roads in housing and commercial developments shall have regard to the 'Traffic Management Guidelines' issued jointly by the DEHLG, the Department of Transport and the Dublin Transportation Office and also the 'Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities' and its companion document 'Urban Design Manual' published by the DEHLG. Requirements for numbers of car parking spaces are set out Table 15 below.

Table 15 Car Parking Standards*

Residential	Car Parking Requirements
Houses	2 per House
Houses – Town Centre Infill	1.5 per House
Apartment/Flat	1.5 per apartment / flat
Guest House/ B&B	1 space per bedroom
Hotel	1 space per bedroom
Hostel	1 space per bedroom or 1 space per 10 bed dormitory
Caravan/Camping Site	1 space per pitch
Commercial	Car Parking Requirements
Shopping: Retail Floorspace	1 space per 20sq m
Offices: Gross Floorspace	1 space per 25 sq m
Public Houses / Restaurants/Take Aways	1 space per 25sq m
Cinemas, Theatres, Stadia	1 space per 3 seats
Conference Centres: Public Areas	1 space per 25 sq m
Churches / Church Hall	1 space per 10 seats
Nursing homes	1.5 spaces per bed
Surgeries	3 spaces per consultants room or 2 spaces per consultants room in the town centre
Industrial	Car Parking Requirements
Man. Ind./ Light Ind. Gross Floorspace	1 space per 50 sq m
Showrooms: Gross Floorspace	1 space per 50 sq m
Warehouses: Gross Floorspace	1 space per 100 sq m
Retail Warehousing: Retail Floorspace	1 space per 50 sq m
Garages	1 space per 50 sq m
Community	Car Parking Requirements
Sports Clubs, Grounds, Swimming Pools	1 space per 15sq m & 6 spaces for each pitch, 2 for each court
Library	1 space per 100sq m
Funeral Home	10 spaces
School	1.5 spaces per classroom
Crèche/Childcare	1 space per 4 children plus 1 space per employee

In the case of a use not specified in the table above, the Planning Authority will determine the parking requirements.

* For non-residential developments 5% of the total number of parking spaces should be designated disabled car parking.

* For residential developments over 10 dwellings 20% of the total number of parking spaces should be designated disabled car parking in relation to the policy contained in sections 7.2 and 8.4 of this plan.

Dimensions for Parking and Loading Bays

DESCRIPTION	WIDTH
Car parking bay	5.0m x 2.5m
Disabled parking bay including transfer hatching to side and rear	6.0m x 3.7m
Loading Bay	6.0m x 3.0m
Circulation Aisles	6.0m in width

The following considerations will also apply to proposals for development:

- In dealing with planning applications for change of use or for replacement buildings, allowance will be made for the former site use in calculating the car parking requirements generated by the new development as extra;
- Where the provision of on-site parking is not possible, the Councils will require a financial contribution towards the provision of car parking;
- Parking and service spaces should be located on site so as to prevent road/street obstruction, and should be located in such a manner to ensure minimal injury to the amenity of adjoining premises;
- Where parking is allowed in general view, adequate screening or landscaping must be provided to reduce its impact;
- In addition to the general car parking standards, service parking space will be required for vehicles necessarily involved in the operation of business including the delivery and collection of goods, the carrying out of repairs and maintenance;
- Schools, crèches, recreational facilities and other such facilities will be required to make provision for adequate vehicular drop off facilities with good circulation provision, in addition to the car parking requirements, to the satisfaction of the Councils.

15.15.4 Cycle Facilities

Cycling will be encouraged as an alternative mode of transport within the town of New Ross. In order to promote its use and in support of the Councils' aim for sustainable development, they will require that secure cycle parking facilities are provided for new office, industrial and commercial uses. Apartment complexes will also be required to provide communal cycle storage facilities. The Provision of Cycle Facilities: National Manual for Urban Areas will be the basis for informing the design of cycle facilities.

15.15.5 Advertising

The Councils recognise the role which advertising plays in the commercial life of the County. It is also recognised that the haphazard proliferation of hoardings and signs has the potential to detract from visual and scenic amenities and through confusion gives rise to traffic hazard. Uncontrolled advertising detracts from the character and identity of the town and if located at junctions or in competition with traffic signs, can give rise to traffic hazard. See also Section 15.10 above.

15.16 Telecommunications

All applications for such structures shall have regard to 'Telecommunications Antennae and Support Structures: Guidelines for Planning Authorities' (DEHLG, 1996). In order to facilitate the evaluation of development proposals for the erection of antennae and support structures, the applicant will be required:

- To submit a reasoned justification as to the need for the particular development at the proposed location in the context of the operator's overall plans to develop a network;
- To indicate other sites or locations considered;
- To submit evidence of consultation with other operators with regard to the sharing of sites and support structures;
- To submit proposals to mitigate the visual impact of the proposed development including the additional poles and structures;
- To furnish a statement of compliance with the International Radiation Protection Association (IRPA) Guidelines or the equivalent European Pre-Standard 50166-2.

15.17 Seveso Establishments

In line with the requirements laid down by Article 12 of the Seveso II Directive (Directive 96/82/EC), and the European Communities (Control of Major Accident Hazards Involving Dangerous Substances) Regulations, 2006 the Health and Safety Authority (HSA) is obliged to provide technical advice to the Councils in case of decisions taken regarding:

- Development within the vicinity of existing Seveso site areas;
- The proposed development of a new Seveso establishment; and
- The modification of an existing establishment.

The Councils will consult with the HSA when any development, referred to in Schedule 8 of the Planning and Development Regulations 2001, is proposed within 300 metres of the ESSO Joint Fuels Terminal, within 400 metres of the Campus Fuels Terminal, or within a distance specified by the HSA of any future Seveso sites in the plan area. Applicants considering any development, as outlined above, will be required to consult with the Fire Services Section of WCC and the HSA prior to lodging any development application.



Above: Green Biofuels Plant, Marshmeadows.

15.18 Demolition and Construction Waste

A Waste Management Plan shall accompany planning applications for significant developments where appropriate. The Plan shall supply full details of all wastes generated (including topsoil/'clean fill' etc) and proposals for the prevention, re-use, minimisation and disposal of these wastes. It shall be prepared in accordance with Best Practice Guidelines on the Preparation of Waste Management Plans for Construction & Demolition Projects (DEHLG 2006).

15.19 Noise

Increased levels of environmental noise will be prevented and avoided where possible, through the integration of noise management into the planning process for the development of new noise sensitive premises, or sources of long term environmental noise, such as road, railways and industrial sites. In considering planning applications the Councils will have regard to any Noise Action Plan relating to the site location in accordance with the EU Directive on Assessment and Management of Environmental Noise.

15.20 Storm Water

It is acknowledged that developments, if not properly managed, have the potential to give rise to storm water and surface water run-off issues that may result in flooding or increased overflows from combined sewers. Applications for significant development will be required to be accompanied by proposals for suitable storm water attenuation. Suitable drainage should be also incorporated into the design of new developments using SuDS techniques such as the use of soft landscaping and permeable pavements, which can help to reduce run-off rates and flow volumes from parking areas as well as access roads.

15.21 Flooding

The applicant is primarily responsible in the first instance for assessing whether there is a flood risk issue and how it will be addressed in the development they propose. All applications for development within Flood Zones A and B, as shown in the SFRA appended to this Plan, will be required to be accompanied by a Site-Specific Flood Risk Assessment. It should be prepared in accordance with 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (DEHLG, 2009) and must detail how the Development Management Justification Test has been met.

15.22 Appropriate Assessment

All applications for development will be screened in accordance with 'Appropriate Assessment of Plans and Projects in Ireland Guidance for Planning Authorities' (DEHLG, 2009) to determine if an AA is required to be carried out. Where an AA is required to be carried out the applicant must submit a Natura Impact Statement (NIS) prepared in accordance with the aforementioned guidelines. Proposed developments which would be likely (either individually or in combination with other plans and projects) to give rise to significant adverse direct, indirect or secondary impacts on the integrity of any Natura 2000 site having regard to their conservation objectives, shall not be permitted on the basis of this Plan unless imperative reasons of overriding public interest can be established and there are no feasible alternative solutions.

15.23 Development Contributions

The Councils may require financial contributions towards the capital cost of providing infrastructure, public lighting, services and utilities. These include roads, cycling and pedestrian facilities, car parking, public transport, traffic management, sewers, wastewater and water treatment facilities, service connections, watermain, flood relief work, high capacity telecommunications infrastructure, school sites, open space, recreational and community facilities. Some developments may be exempt from payment of contributions including community and social developments. The Councils reserve the right to alter the amount of contributions, may set a time limit within which contributions must be paid and may allow payment on an instalment basis where appropriate. The schedules of contributions are set out in the Development Contribution Schemes.

15.24 Bonds & Development Deposits

To ensure that permitted development is satisfactorily completed the Councils will require, as a condition of planning permission, the lodgement of appropriate securities. The amount of the security will be determined by the Councils. The bond or development deposit will remain in place until all works are satisfactorily completed.

15.25 Environmental Impact Assessment

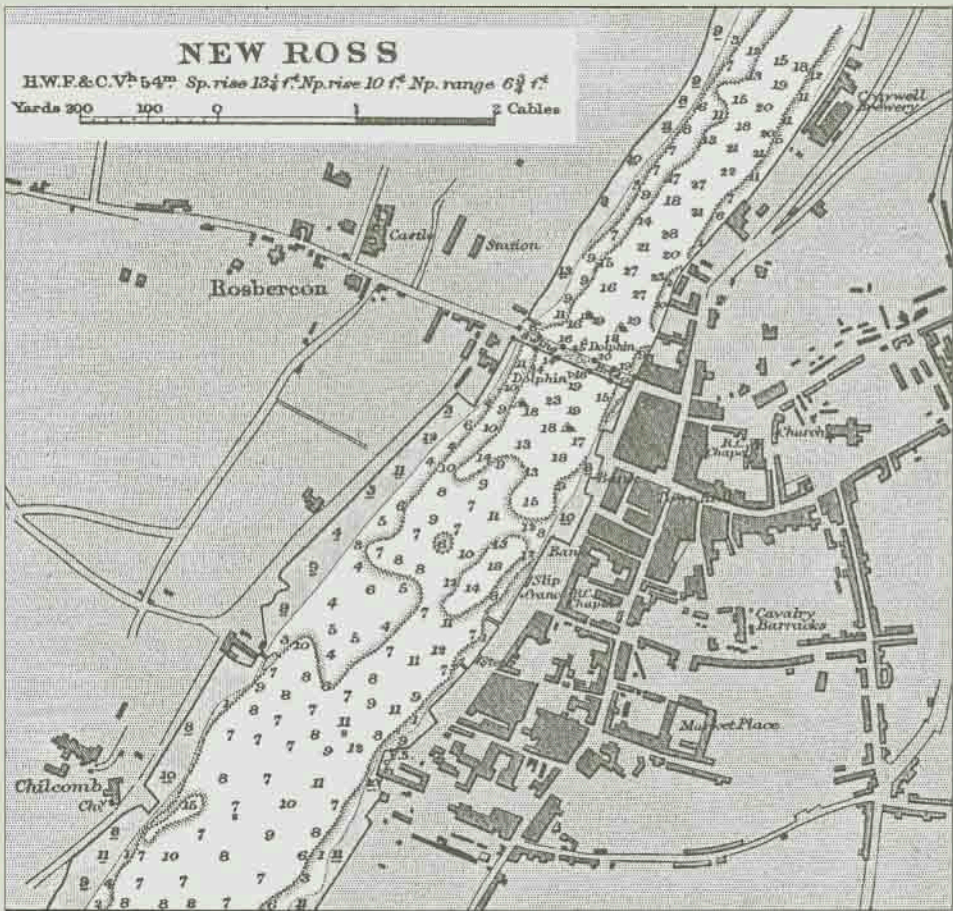
The Councils will require an Environmental Impact Assessment (EIA) to be carried out for proposed development listed in Schedule 5 of the Planning and Development Regulations 2001, as amended or other developments which it considers likely to have significant environmental effects. The decision as to whether a development is likely to have significant effects on the environment shall be made in accordance with the criteria set out in Schedule 7 of the Planning and Development Regulations 2001, as amended. Where an EIA is required to be carried out the Councils shall require an Environmental Impact Statement (EIS) to be submitted as part of the planning application. The applicant may request the relevant Council to give a written opinion on the information to be contained in the EIS.

A1 Maps

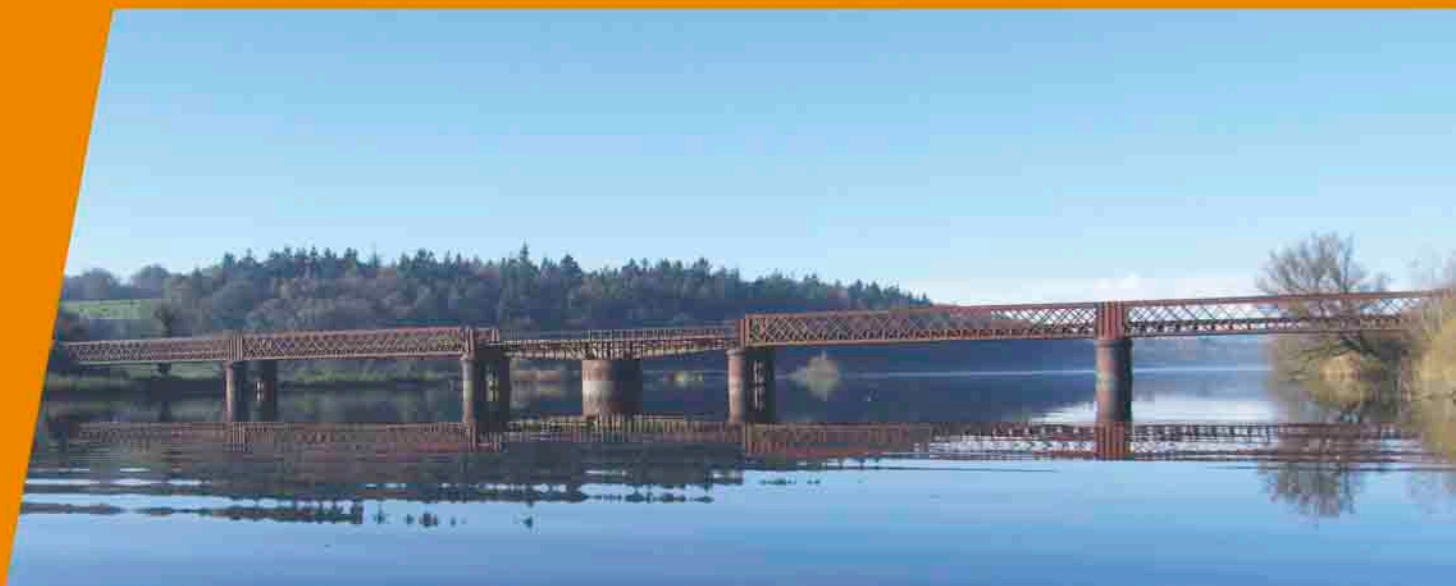
- Map 9
- Map 10
- Map 19
- Map 20

Maps	Title	Size	
Map 9	Land Use Zoning	(A1)	Map Folder
Map 10	Objectives	(A1)	Map Folder
Map 19	Archaeology and Natural Heritage	(A1)	Map Folder
Map 20	Protected Structures	(A1)	Map Folder

A1 Maps



Section of Admiralty Chart - Barrow River to New Ross - Published 1899



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