

PART 4 Carnew Specific Objectives

4.1 Context

The settlement of Carnew is located in the south-western 'finger' of County Wicklow that protrudes between the adjoining counties of Carlow to the west and Wexford to the east. The county border with Wexford is only 1.2km from the eastern edge of Carnew, while the Carlow border is approximately 9km to the west of the town.

In topographical terms, the town of Carnew is at the fringe of the valley of the River Derry, which is a tributary of the River Slaney and flows in a north-south direction from Tinahely to Kildavin in Co. Carlow where it joins the Slaney. The R725 regional road that runs from Gorey in north-east Wexford to Carlow town is the main road through Carnew. The views from the Main Street westwards across the adjoining valley create the visual effect of 'a gateway' from north Wexford to south Wicklow and northeast Carlow. Due to the location of Carnew at a juncture of three counties, the town inevitably has strong socio-economic and cultural links with the adjoining counties of Wexford and Carlow.

The urban form of the town of Carnew provides for an expansive Main Street, with wide footpaths, laid out in a linear format. Coupled with the prominent position of the Church of Ireland, these features make up a conventional 'Landlord Town', built throughout Ireland during the 1800s. Two further built features in the town that reflect the 'landlord influence' in the spatial planning of the settlement over an extended period of time are two existing rows of old artisan dwellings that previously lay at the northern and western edges of Carnew, namely Coolattin Row and Brunswick Row respectively.

Over time, the townscape of Carnew has naturally expanded further out along the northern, western and eastern approach roads to the town. The modern urban structure of Carnew has a linear pattern with a limited level of consolidated or infill type development on lands located to the rear of Main Street and in between the roads that join the Main Street. A small industrial area has evolved on the eastern side of the Aughrim road but industrial type buildings are not confined to this part of the town as there are some more located throughout the town.

The boundaries of the town are well defined with development over the years being contained within the natural and built physical features in the area such as the Livestock Mart, the Graveyard and the bridge over Coves Brook on the Ferns Road, with the current speed limit signs defining the edge of the built up areas.

The population of the town has declined slightly from 1,145 (Census 2011) to 1,077 (Census 2016). Although employment can be sourced locally from activities pertaining to farming, industry and the service sector, a considerable proportion of people commute outside the area for employment. The town serves both the local and hinterland population, providing mainly local convenience based shopping and service opportunities. Local community and recreation facilities are provided in the form of two primary schools, a post-primary school, GAA and soccer pitches, Carnew training and development centre, a community care centre and ecclesiastical facilities.

4.2 Overall Vision & Development Strategy

A key aim of a Town Plan is to set out the vision and development strategy for the future development of a settlement and from this vision, all policies and objectives can be developed and implemented with the overall aim of achieving this vision. The vision and development strategy must be consistent with the 'Core Strategy' of the County Development Plan and reflect the characteristics, strengths and weaknesses of Carnew.

The vision for Carnew is:

- To ensure a high-quality living environment for existing and future residents.
- To provide a framework for the moderate growth of the town, in order to provide housing for current and future generations, to revitalise the economy of the town and to allow improvements of social and community facilities.
- Encourage and sustain a revitalised core town centre with residential, commercial and community developments being consolidated and promoted within this area.
- Create increased connectivity between a revitalised town core and the existing and proposed residential areas in the town.
- Promote and foster economic development and linkages to surrounding larger settlements within and outside the County.
- Protect the built and natural heritage of the area.
- Facilitate a transition to a low carbon settlement.

In recognition of the historical pattern of development, the profile of the settlement, the demands of higher-order strategies and the vision for the town set out above, the development strategy is as follows:

- To reinforce and improve the visual appearance of the central area of the town and encourage development that will enhance the town's vitality and vibrancy.
- To identify key sites suitable for development in the town centre and set out design criteria capable of meeting the overall vision for the town core area.
- To plan for and encourage the provision of high quality housing, concentrated principally in the town centre.
- To improve linkages between the core town centre / existing community infrastructure and existing / future areas in the north of the plan area.
- To plan for and encourage the development of new employment opportunities, in the form of both new mixed-use developments within the town centre and the development of employment lands to the east of the plan area along the Aughrim Road in the form of office / light industrial / warehousing development.
- To address deficits in social, community and recreational services; to require developers to provide such facilities in tandem with new housing development where appropriate and to require the payment of development levies for the provision of such facilities by the local authority.
- To create functional public spaces and pedestrian routes linked to new development that maximise the natural features of the area.
- To ensure the protection and enhancement of natural habitats, cultural heritage, ecological resources and biodiversity.

4.3 Residential Development

Having regard to the aggregate population target for the Level 5 plans, sufficient land is zoned for residential development to meet housing targets.

CAR1 New residential development shall comply with the principles, objectives and standards set out in the Wicklow County Development Plan.

4.4 Economic Development & Employment

The strategy of this plan is to take advantage of the existing economic assets in order to stimulate employment within the area. The key assets the plan area has to offer are:

- a large hinterland population offering a market for goods and services and a wide variety of skills;

- an attractive and accessible town centre, with numerous properties suitable for retail and commercial uses; and
- the established agriculture sector and agribusiness;

The location of Carnew in the extreme south-west of the County, distant from major centres of population and strategic transport corridors somewhat limits the potential for significant growth in terms of employment opportunities; however there are opportunities for the development of smaller and medium sized local enterprises/service providers serving mainly the local hinterland, and Carnew is also well positioned to become the key employment hub for the south-west of the County.

With respect to tourism, the proximity of the area to Carlow/Wexford and the growing tourism product on offer in Tinahely/Shillelagh through the development of walking routes offer opportunities to develop this sector in Carnew.

The plan will therefore make provision for lands to be reserved which will be capable of accommodating both local service employment in the form of light industry / small start up units and heavier industry types / a large stand alone employment development alongside the provision of a number of specific employment/tourism objectives aimed at maximising the potential of this industry in Carnew. Section 4.5 to follow addresses the development strategy for the town centre and retail.

Economic Development & Employment Objectives

- CAR2** To facilitate and support the growth of the Town Centre of Carnew in accordance with the provisions set out in Section 4.5 of this plan and to encourage the development of new employment, including but not limited to retail / retail services, business support services (such as solicitors, accountants, architects, etc), start-ups etc within the TC zone.
- CAR3** To facilitate and support the development of the tourism industry in Carnew and maximise the town's proximity to Wexford/Carlow and the growing walking tourist sector within the County.
- CAR4** To improve, as funding allows, the principal access routes and junctions linking Carnew town centre to surrounding tourist attractions and strategic transport corridors.
- CAR5** To support and facilitate in co-operation with relevant bodies and landowners, the provision of tourism amenity routes around the town.

4.5 Town Centre & Retail

The commercial core of Carnew is focused along the R752 which forms the main street, extending east of All Saints Church as far as the junction of the R752 and the Aughrim Road. The pattern of development within the town core follows the more traditional main street format providing for a relatively wide main street with building units fronting onto this area on both sides, a number of which have significant potential for increased commercial and community functions.

The existing retailing services within the town currently fall below what is envisaged by the County Plan for an area of Carnew's size with a number of vacant units within the identified town core and a number of buildings being used for purposes other than retail. The plan therefore puts in place a framework that allows this shortfall to be addressed and be capable of facilitating the future retailing needs of the projected population.

In accordance with the above, this plan identifies one key opportunity site within the existing core area, which alongside the identification of Action Area sites (See section 4.9 below) shall facilitate the overall strategy for the development and expansion of the retail offer within Carnew.

There is significant potential to revitalise the town centre and increase the range of uses which will address decline and increase vitality and vibrancy. Any new development should respect the traditional streetscape and be designed to provide a strong street edge.

Town Centre Objectives

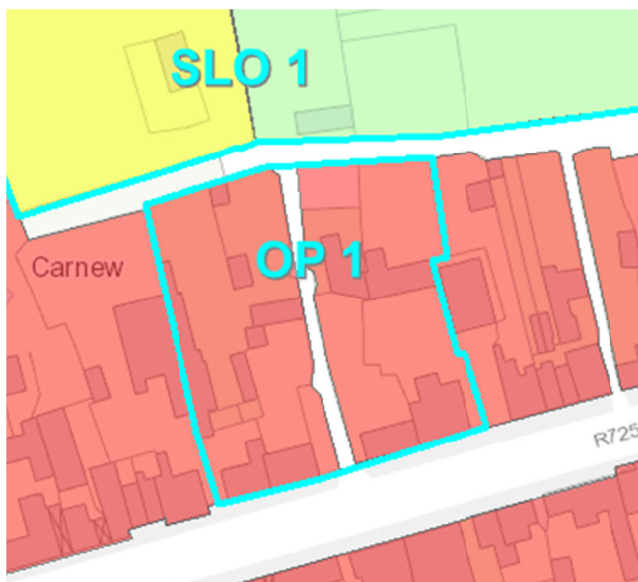
CAR6 The redevelopment of any lands within the town core area with frontage onto the Main Street of Carnew shall provide for strong frontage including a street fronting building of a high-quality design or for a high-quality urban space, including hard and soft landscaping, and appropriate street fixtures and furniture, in order to enhance, strengthen and create a more attractive streetscape.

CAR7 To work with the local community and other stakeholders to design, secure funding for and implement improvements to the overall appearance and accessibility of the town centre and its public realm including but not limited to:

- alterations to the layout of the road carriageway and on-street car parking to allow for the provision of new or improved pedestrian and cycling facilities and additional pedestrian crossing points;
- improved hard and soft landscaping and tree planting, lighting, seating and other street 'furniture';
- the improvement of safety and appearance of key junctions;
- the provision of improved facilities for public transport providers and users; and
- the provision of bicycle parking and electric car charging points.

Opportunity Sites

OP1 Main Street - Back Alley link site



OP1



This block measures c. 0.5ha located in a prime town-centre location and is under-utilised in terms of development potential. This area forms a key site for the opening of backlands of Main Street properties along Back Alley and linking existing and proposed housing and open space lands to the Main Street (see SLO 1).

The redevelopment of the block shall maintain an active street frontage onto Main Street with the exception of the proposed access road. New residential and / or commercial uses, which will create a new street frontage and passive supervision, would ideally be located along the new street. The design and overall layout shall be of exceptional architectural quality with the primary emphasis on pedestrian movements between the existing Main Street and lands to the rear.

OP1 Objectives

- No development shall prejudice or impede the creation of a new street along the existing lane, capable to accommodating 2 way traffic flow;
- New structures shall address and provide passive supervision of the new street and of Back Alley;
- In order to achieve the best use of land, development standards with respect to car parking and open space may be relaxed subject to the highest quality of design and residential amenity being maintained.

4.6 Social & Community Development

The town of Carnew is currently serviced by a reasonable amount of community facilities, including a GAA pitch, a soccer pitch, a community centre, enterprise centre, a library and community care facilities including the Carnew Primary Care Centre. In order to meet the needs of the existing and future residents of Carnew and its hinterland, there is a need to enhance community facilities in the town.

Within the plan area, the following lands are zoned for social and community infrastructure:

Table 4.1 Community & Recreation Zones

Use Group	Specific use	Zoning	Location	Area (ha)
Education/Community	Primary Education	CE	Scoil Aodhan Naofa	0.99
	Primary Education	CE	Lands to the north of Scoil Aodhan Naofa (SLO-2)	0.7
	Secondary Education	CE	Colaiste Bhride	1.8
	Secondary Education	CE	Land to the south of Colaiste Bhride	3.2
	Community Use	CE	Lands to the rear of the old rectory	5.3
	Community Use	CE	Cemetery	1.1
	Community / Health Use	CE	Lands on Gorey Road	2.4
Open space	Active Open Space	AOS	Carnew Emmetts GAA Club	4.37
	Active Open Space	AOS	Carnew Soccer Pitch	1

4.7 Service Infrastructure

To ensure that Carnew can fulfil its role within the Wicklow Core Strategy, the adequate provision of services infrastructure is essential in order for the town to grow.

Water Services

Wastewater: The Carnew Waste Water Treatment Plant (WWTP) is situated to the south west of the town and was constructed in the 1980s. This plant was designed for a load capacity of 2,300pe and as of 2022 is working at a current load of 1,608pe.

Water Supply: Carnew's water supply is currently supplied by the Tinahely regional water supply scheme with water sourced from the Derry River north of Tinahely. This supply has significant spare capacity and no shortage problems have arisen in the scheme. There are currently no deficiencies in this supply or network, which would impact on the development of Carnew.

Transportation and Movement

Public transport: Given Carnew's small size and rural location, there are limited public transport facilities within the town. There is a rural community bus service which links Carnew to a number of small towns and onto Gorey.

Walking and cycling: While Carnew's main street is well served in terms of pedestrian movements a number of peripheral locations do not have complete footpath routes to the town centre. The vast majority of the town's roads are dedicated to the needs of motorists, in terms of width dedicated to the road carriageway and car parking. Therefore there is scope to carry out footpath widening and to provide cycleways in some locations. Alongside these measures increased connectivity between the northern half of the plan area and the Main Street is required.

Vehicular movement: The main street in Carnew is generally of good quality and reasonably wide. There is on-street car parking of both sides of the road which diminishes the quality of the public realm and pedestrian / cyclist experience. It is therefore considered that sufficient land should be zoned for the provision of an off-street car park, which is located in close proximity to the Main Street thereby relieving the current strains along the Main Street.

Service Infrastructure Objectives

CAR8 To require new development in Action Areas 1 and 2 to provide for new off-street car parking and set down areas serving existing shop units fronting onto the Main Street.

CAR9 To improve/provide new footpaths, cycleways and traffic calming on existing roads where required and to require the provision of new link roads, footpaths and cycleways as specified in this plan within identified 'Action Areas' and 'Specific Local Objective' sites.

(see also Objective CAR 7)

4.8 Built & Natural Heritage

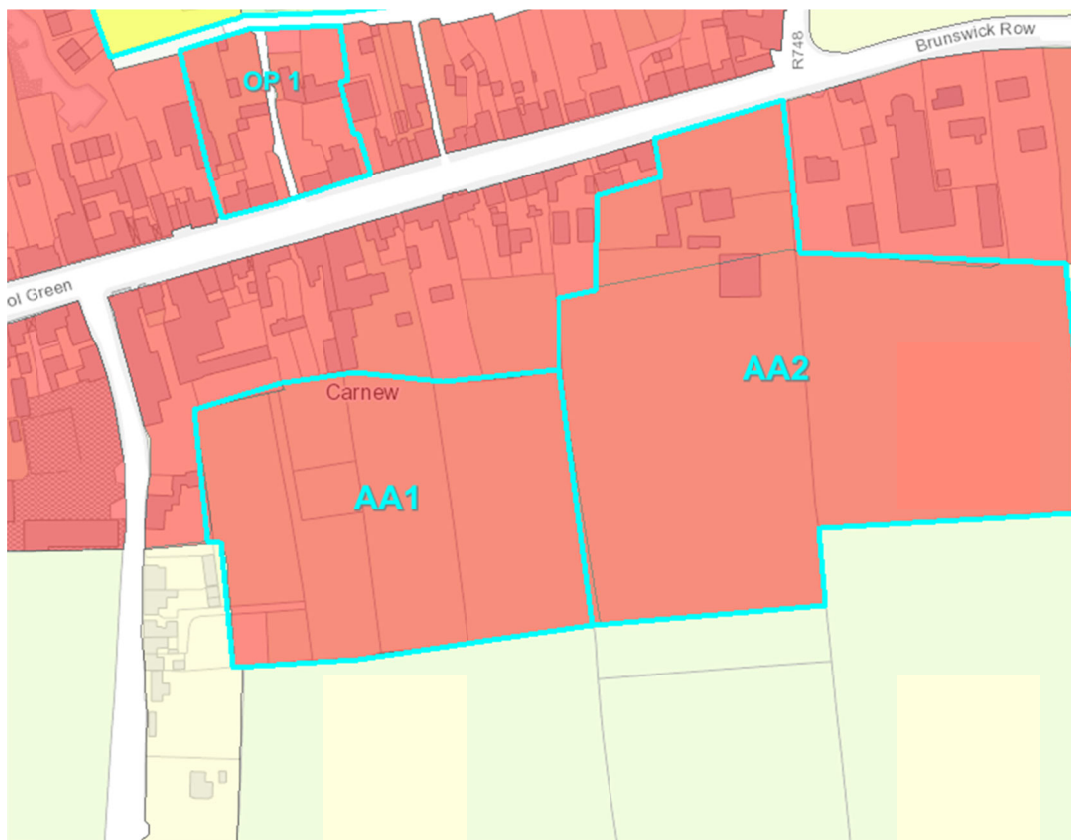
The protection and enhancement of heritage assets throughout the area will help to safeguard the local character and distinctiveness of Carnew and its surroundings, providing local economic, social and environmental benefits.

There are 12 structures located within the town of Carnew recorded for heritage value and listed on the Record of Protected Structures. Within and surrounding the plan area there are a number of recorded monuments including Carnew Castle/Tower House, Rock Art, and a Grave Slab within the grounds of 'All Saints Church'.

The landscape within and around Carnew is designated as a "Rolling Lowlands" comprising of mainly low lying lands.

The protection of such heritage features shall be ensured through the implementation of the heritage objectives of the County Development Plan.

4.9 Action Areas & Specific Local Objectives



Action Area 1

This Action Area is situated to the south of the Main Street measuring c. 2ha and comprises a number of landholdings mostly consisting of backlands of Main Street properties. It is an objective of this plan that these lands be developed in a coordinated manner, to ensure the best use of the land can be made, that access arrangements be coordinated to ensure no land locking or multiplicity of roads / entrances and to ensure that benefits to the Main Street can be secured. Any development of these lands shall accord with the following objectives:

- Primary two-way vehicular access shall be provided from the Ferns Road, which shall be designed to serve both the rear of existing properties fronting onto Main Street and this town centre expansion zone. Linkages through to the Gorey Road via AA2 shall be provided if feasible. Secondary one-way vehicular access routes directly onto Main Street may be provided where feasible.

- Pedestrian routes shall be provided directly onto Main Street, which shall be fully lit, landscaped and supervised by the proposed development.
- A public car park shall be provided commensurate to the level of development within this action area at a convenient location to both users of the new development and users of the existing town centre.
- The town centre expansion zone shall be developed as a series of new streets and squares, functionally and visually linked into the existing town centre. The design of this area shall be of the highest architectural quality, which respects the existing vernacular and form of the town centre.
- While the existing linear street frontage onto Main Street shall be maintained, the development shall provide opportunities for the redevelopment and refurbishment of existing properties and their backlands.

Action Area 2

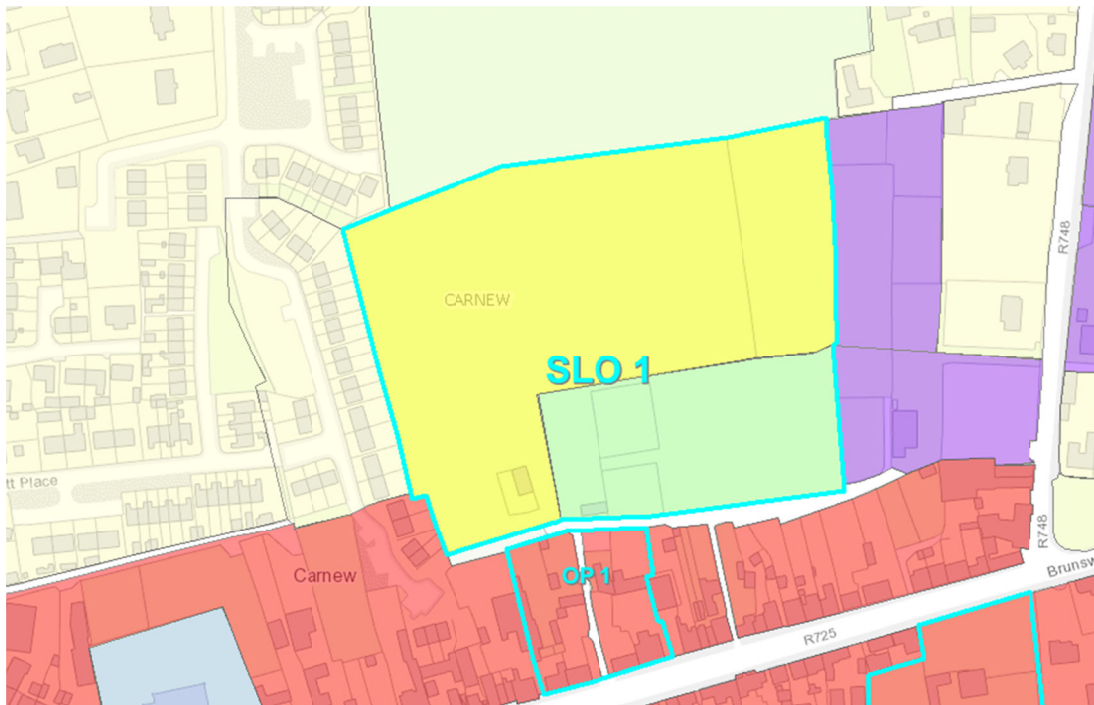
This Action Area is located on lands east of Action Area 1, measures c. 3.5ha, with 60m frontage onto Main Street and includes a number of buildings fronting onto the Main Street. Similar to AA1, it is an objective of this plan that these lands be developed in a coordinated manner, to ensure the best use of the land can be made, that access arrangements be coordinated to ensure no land locking or multiplicity of roads / entrances and to ensure that benefits to the Main Street can be secured. These lands comprise one folio and therefore have good potential for a coordinated master plan to be devised and implemented. Any development of these lands shall accord with the following objectives:

- Primary two-way vehicular access shall be provided from Main Street (Gorey Road) which shall be designed to serve both the rear of existing properties fronting onto Main Street to the east and this town centre expansion zone. Linkages through to the Ferns Road via AA1 shall be provided if feasible.
- Notwithstanding the need for the vehicular access route to be off Main Street, any development shall include a strong street frontage along the Main Street, and a new street of at least 60m perpendicular to the Main Street, mirroring the prevailing street patterns and building line on the Main Street.
- Pedestrian routes shall be provided directly onto Main Street, which shall be fully lit, landscaped and supervised by the proposed development.
- A public car park shall be provided commensurate to the level of development within this action area at a convenient location to both users of the new development and users of the existing town centre.
- The town centre expansion zone shall be developed as a series of new streets and squares, functionally and visually linked into the existing town centre. The design of this area shall be of the highest architectural quality, which respects the existing vernacular and form of the town centre.

Specific Local Objectives

SLO 1 This SLO is located on lands adjoining Opportunity Site 1 as detailed above. This SLO measures c. 4.4ha and shall be delivered as a residential/community/active open space development in accordance with the following criteria:

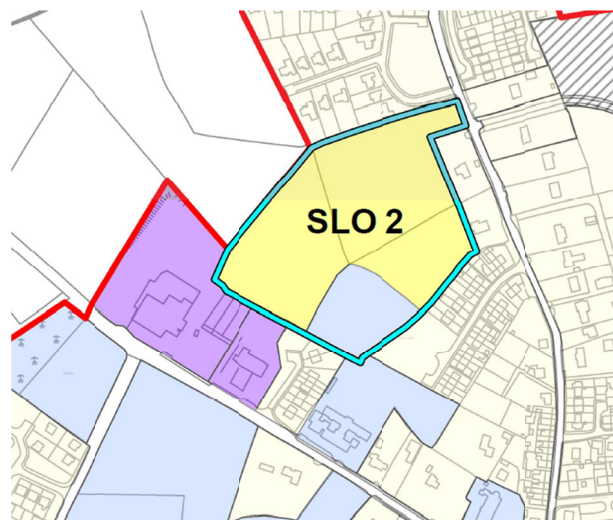
- Development in this SLO site shall be accessed via the through road provided/forming part of Opportunity Site 1 and the road network shall be so designed to provide access to the residential, AOS and town centre backlands adjacent.
- A maximum of 70% of the residential element of SLO1 shall be developed initially with the remaining units in this area only being allowed to commence once the upgrade of the existing playing fields and community infrastructure within the AOS zoning have been provided.
- The development of this SLO shall facilitate pedestrian connectivity from adjoining residential areas to the west to the Main Street.
- The AOS lands shall be upgraded and enhanced in accordance with the specification of the Community, Cultural and Social Development section of the Council.



SLO 1- Land at Back Alley

SLO 2 This SLO is located to the north of Scoil Aodhan Naofa measuring c. 4.2ha and shall be delivered as a comprehensive residential (c. 3.5ha) and new community development (c. 0.7ha) in accordance with the following criteria:

- Access to these lands shall be provided via the Coolattin Road, with a through road being provided to the community zoned lands. Only 50% of the proposed residential element of this SLO shall be developed prior to the completion of the community element of this area.
- The community lands shall be developed as a car park, with necessary turning bays and drop-off points and pedestrian access being provided to the existing primary school. A grant of easement along this road shall be provided by the landowner to the primary school and the car park shall be available to school users at all times that the school is in use.













SLO-2

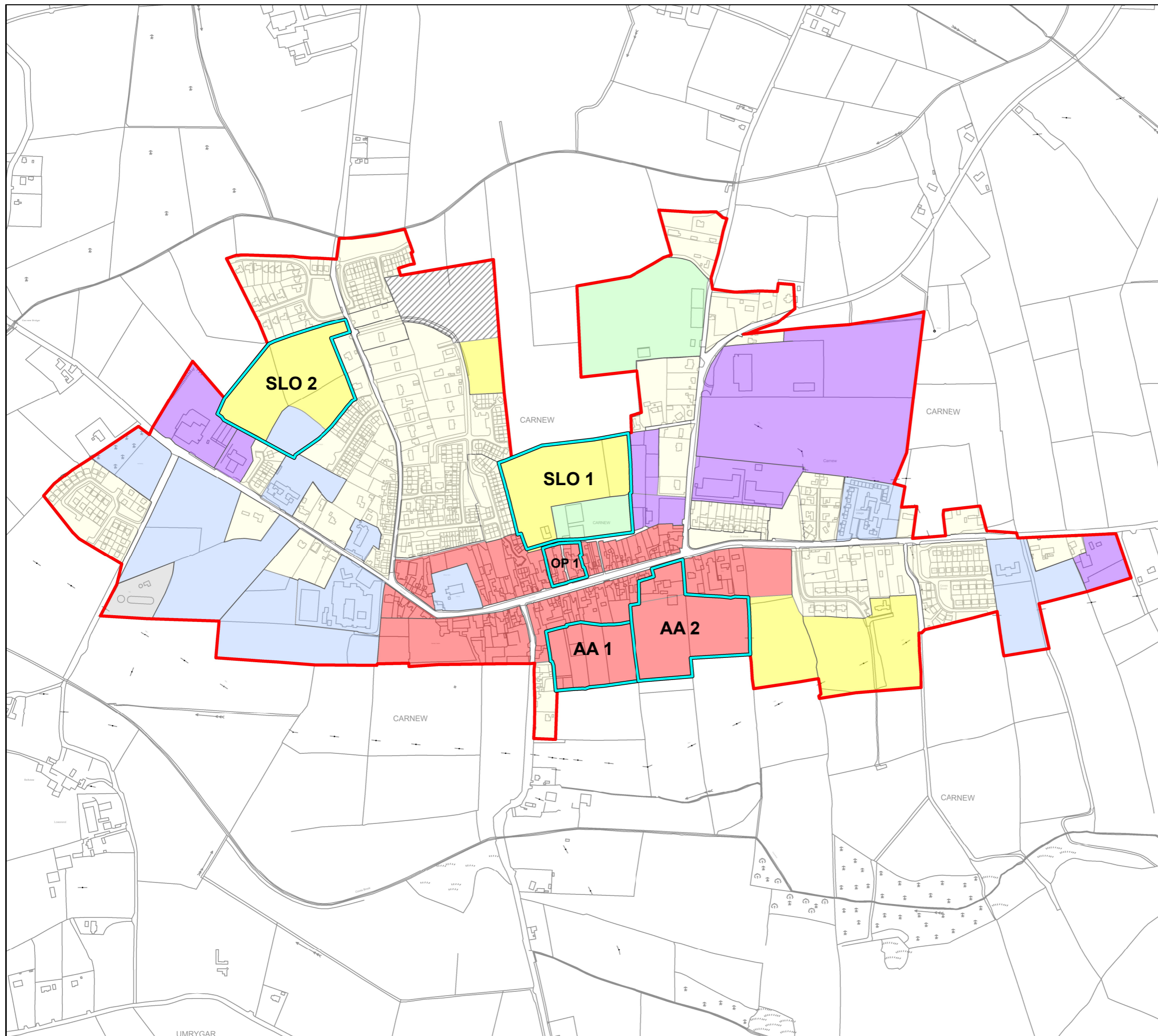
**Carnew Town Plan
Map No. 1
As Altered**

**Land Use Zoning
Objectives**



Legend

-  Settlement Boundary
-  RN-New Residential
-  RE-Existing Residential
-  TC-Town Centre
-  CE-Community & Education
-  E-Employment
-  PU-Public Utility
-  SLB-Strategic Land Bank
-  AOS-Active Open Space
-  AA-Action Area &
OP-Opportunity Sites &
SLO-Specific Local Objectives



**WICKLOW COUNTY
DEVELOPMENT PLAN 2022-2028**

Wicklow County Council
Planning Department

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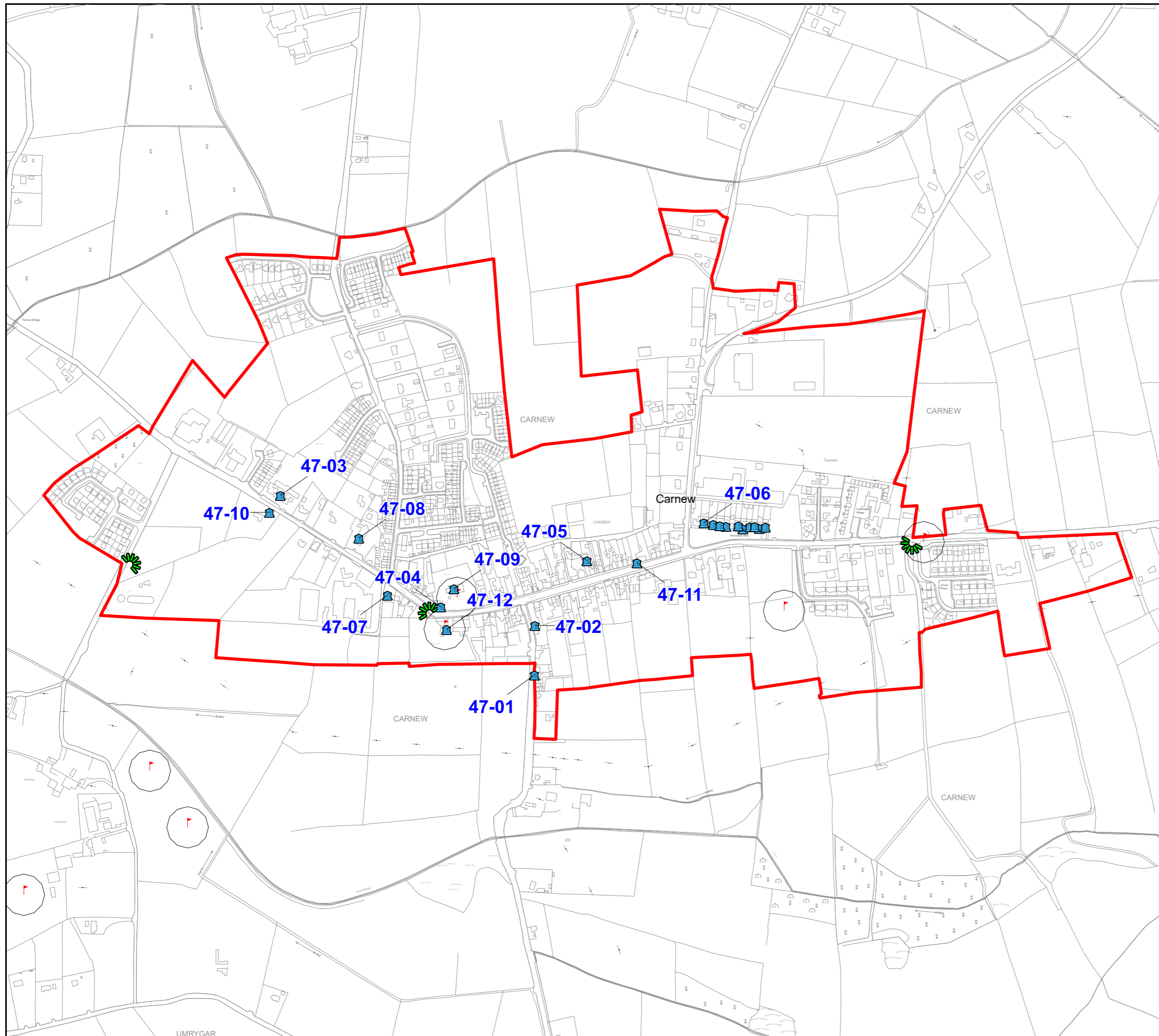
**Carnew Town Plan
Map No. 2
As Altered**

Heritage Objectives



Legend

-  Settlement Boundary
-  Protected Structure
-  National Monuments
-  View



**WICKLOW COUNTY
DEVELOPMENT PLAN 2022-2028**

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Carnew Town Plan Map No. 3 As Altered

Indicative Flood Zones




Legend

 Settlement Boundary

 Flood Zone A: High probability of flooding

Where the probability of flooding from rivers and the sea is highest (greater than 1% or 1 in 100 for river flooding or 0.5% or 1 in 200 for coastal flooding)

 Flood Zone B: Moderate probability of flooding

Where the probability of flooding from rivers and the sea is moderate (between 0.1% or 1 in 1000 and 1% or 1 in 100 for river flooding and between 0.1% or 1 in 1000 year and 0.5% or 1 in 200 for coastal flooding)

Disclaimer

These Indicative Flood Zones were based on information available at the time of drafting and amending this plan. Any new data and analysis carried out after this date has not been integrated into this map but should be used in conjunction with this map for development proposals. All information may be substantially altered in light of future data and analysis.

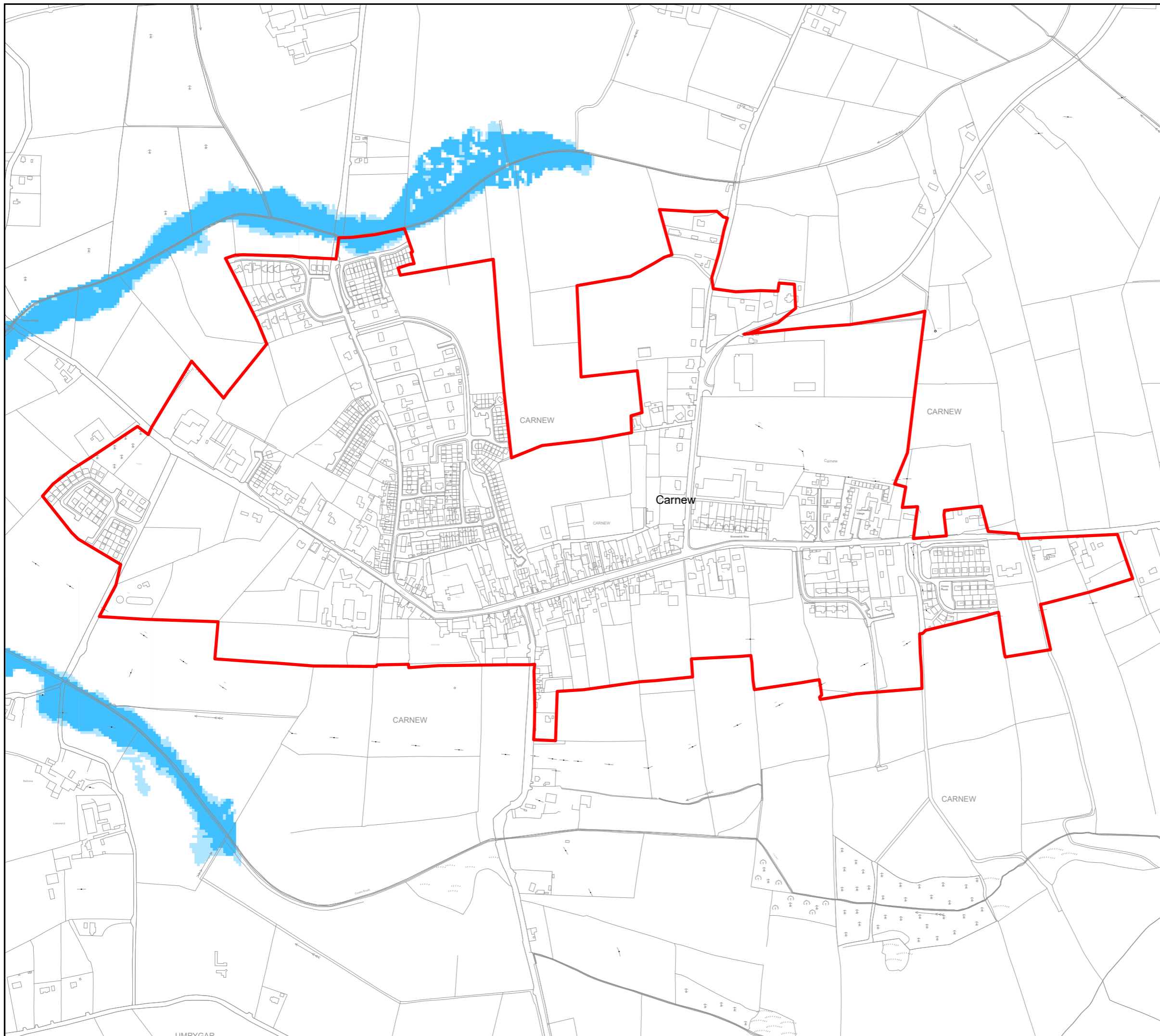
Full Disclaimer is included in SFRA

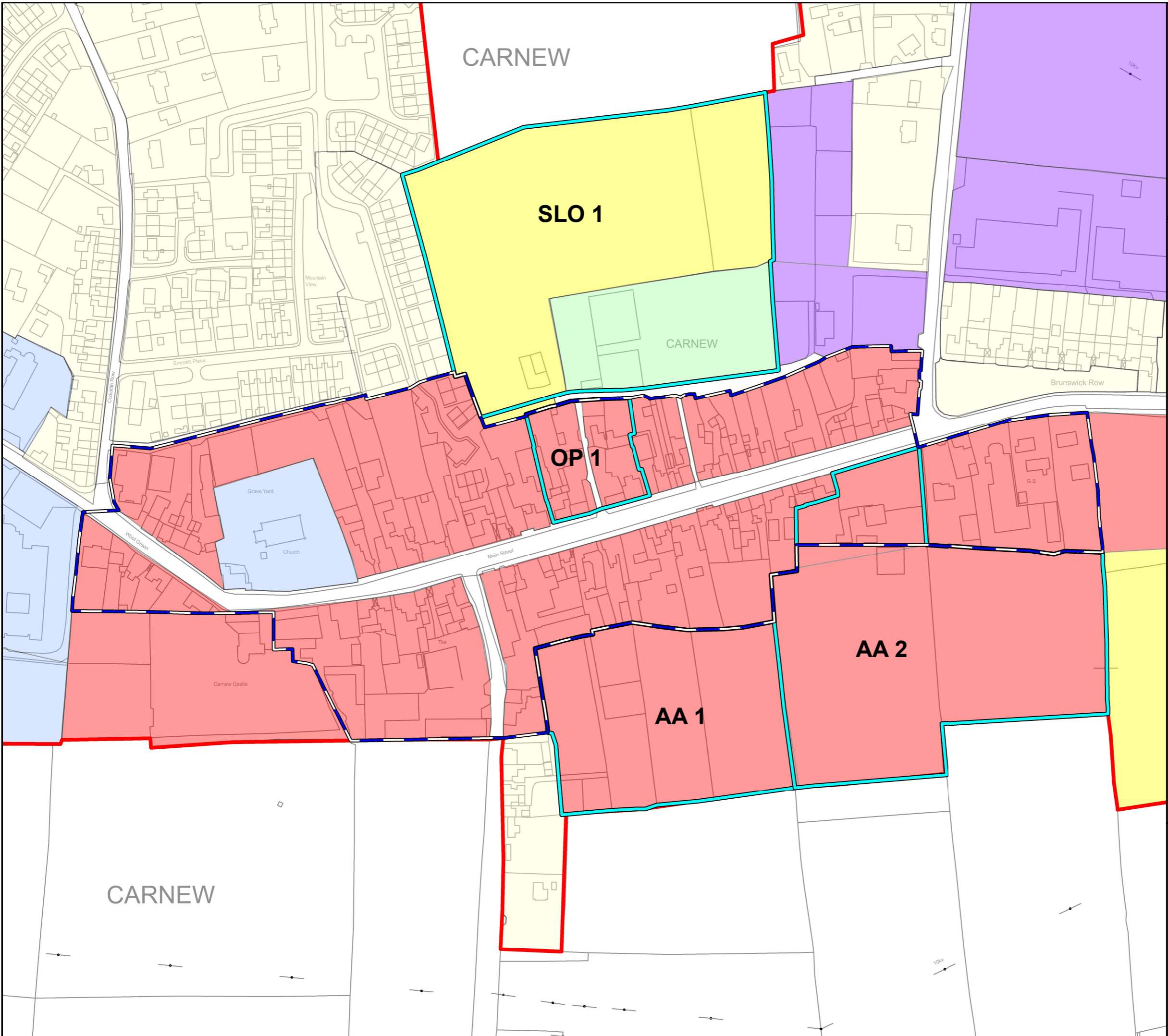
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Scale 1:7,000 @ A3
















**Carnew Town Plan
Map No. 4
As Altered**

**Regeneration &
Renewal Area**



Legend

-  Regeneration Boundary
-  Settlement Boundary
-  RN-New Residential
-  RE-Existing Residential
-  TC-Town Centre
-  CE-Community & Education
-  E-Employment
-  PU-Public Utility
-  SLB-Strategic Land Bank
-  AOS-Active Open Space
-  AA- Action Area &
OP-Opportunity Sites &
SLO-Specific Local Objectives

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