

DEVELOPMENT PLAN
FOR
WEXFORD TOWN AND ENVIRONS
1993

Wexford Borough Council
Wexford County Council

Development Plan
For
Wexford Town and Environs

Adopted by Wexford Borough Council and Wexford County Council on the 11th January 1993.

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PART ONE

INTRODUCTION, AIMS AND ISSUES

CHAPTER 1

INTRODUCTION

1.1

1.1.1

The Development Plan for the Municipal Borough of Wexford was last reviewed in September, 1984. During the period that has elapsed, many changes have taken place on a national, regional and local basis; the basic ideas and benefits of planning have become increasingly understood and accepted. In addition the Local Authorities role in preserving and enhancing the natural and built heritage and environment for the use and enjoyment of the public have been expanded.

1.1.2

The purpose of planning generally is to guide and direct future development in the interests of the common good. Ideally, implementation of plans should not be confined to restrictions and controls. There should be a positive approach to facilitate development in the right locations, to encourage good design and layout and to ensure that services are available when required.

1.1.3

Planning is a continually changing process where each decision affects others. The Development Plan must be clearly recognised as the vehicle by which development in the area will be positively influenced in the coming years. In addition the situation on the ground is continually changing, there is a need for continuous survey work to ensure that the planning objectives are in line with community needs.

1.1.4

Under the Single European Act the relationship between Ireland and Wexford on one hand and the European Community on the other hand will change significantly in 1993. The role of Wexford is outlined in The Integrated Operational Programme 1989-1993 proposed by Wexford County Council and is further represented in the National Development Plan 1989-1993.

1.1.5

This Development Plan for Wexford takes account of the strategies outlined in the Operational Programme and the National Development Plan and outlines the strategies and objectives specific to the Plan Area.

1.1.6

The Written Statement for this Plan sets out the future planning strategy, providing for the continued development of Wexford town. It's land use zoning provisions have been extended to include the areas surrounding the Municipal Borough in order to coordinate the outward spread of the built up area. The detailed proposals cover the objectives set out in both Section 19 and the third Schedule of the 1963 Act.

1.2

DEVELOPMENT PLAN

1.2.1

The Development Plan for Wexford Municipal Borough and its surrounding area consists of this Written Statement together with the following maps :-

- (i) Land Use Zoning
- (ii) Development Objectives (including Town Detail Maps)

1.2.2 The Development Plan sets out the intentions of Wexford Municipal Borough Corporation and Wexford County Council as to the manner in which land should be utilised in their respective areas and indicates in detail the objectives for the next five year period and for the long-term up to 1999.

As may be appropriate, policies will be pursued by either or both Planning Authorities within either the Municipal Borough or the County Council area.

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

1.3 DEVELOPMENT AREAS

1.3.1 Wexford Corporation intends to initiate proposals for the extension of the Corporation Boundary. It is the intention to submit a petition to the Minister for the Environment. In the event of approval by the Minister, it is the intention of the Corporation to review this Development Plan to incorporate the new boundary. In the meantime the areas of the Development Plan are outlined in Sections 1.3.2, 1.3.3 and 1.3.4 below.

1.3.2 The area to which this Development Plan relates, may be divided into two units :-

- (i) **Wexford Municipal Borough**
227 ha. (562 acres) under the administrative jurisdiction of the Corporation.
This area is already largely developed, with the exception of a few small pockets of backlands.
- (ii) **Environs of Wexford**
Approximately 550 ha. (1,360 acres) under the County Council's administrative jurisdiction and consists of :-
 - (a) A well defined drainage area to the west of the existing Municipal Borough, of sufficient area (incorporating some 485 ha. (780 acres) of, as yet, undeveloped land) to fulfil the future population and employment land use needs to the expanding town up to 1999.
 - (b) Parts of Mulgannon and Whiterock South to the south of the town consisting of lands within the catchment of

Phase 1 of the Main Drainage 105 ha. (260 acres). This is an extension of the previous Plan Area.

1.3.3 The Plan incorporates all or part (pt) of the following townlands:-

Ballyboggan	Newtown (pt)
Ballynagee (pt)	Park
Carricklawn	Pembrokestown (pt)
Clonard Little (pt)	Slippery Green
Coolcots (pt)	Stoneybatter
Cromwellsfort	Townparks
Killeens	Whiterock South
Knockcumshin (pt)	Whiterock North
Maudlintown	Whitemill South
Mulgannon (pt)	White Well

1.3.4 The area of the Plan has been expanded to the south to cover an area in Mulgannon and Whiterock South, which will be within the catchment of Phase 1 of the Wexford Main Drainage.

1.4 LOCATION AND COMMUNICATIONS

1.4.1 The town of Wexford is sited on the West bank of the Estuary of the River Slaney in the South East of the County and is the focal point for a number of radiating roads :-

N.11 National Primary Route (Euroroute E01) to Dublin (138km/86 miles) via Enniscorthy (23km/14 miles), Gorey (51km/32 miles) and other East Coast urban centres.

N.25 National Primary Route (Euroroute E30) To Rosslare Harbour (19km/12 miles) and to Cork (185km/115 miles).

R.741 Regional Road to Gorey (43km/27 miles).

R.733 Regional Road to Duncannon (40km/25 miles) and the Hook Area.

The Wexford Relief Road now links all the above except the R.741 to Gorey.

1.4.2 In addition, the railway line from Rosslare Harbour to Dublin passes through the town, with connections to Waterford, Limerick and Cork; while the proximity of the Fishguard and Continental Ferries at Rosslare Harbour further add to the attractiveness of the town's communications network.

1.5 FORM OF BUILT UP AREA

1.5.1 The town originally developed in a North-South linear pattern along the bank of the River Slaney, with North and South Main Streets and School Street/John Street running parallel to the Quays and Waterfront. A network of East-West crossroads were established and later extended as the town began to grow, rising up and away from the river, to the edge of the "plateau" to the West

- 1.5.2 This older built-up area forms the town centre in which most of the town's commercial business is conducted and where the majority of the town's shops are located being principally concentrated along North and South Main Streets, the Bull Ring and the Quays.
- 1.5.3 The town remained very compact in form until recent decades when the built-up area expanded laterally in a wedge shape to the South-West including the residential areas of Slippery Green and Bishopswater, Corish Park, Pinewood, Beechlawn, Belvedere Grove, Meadowlands, the Industrial Estate and Mulgannon. Residential ribbon development on individual sites lacking in public sewerage facilities has extended along all the radial roads from the town. Planning applications have been granted for large-scale residential development within the Coolcotts area immediately to the West of the main built-up area (and the Municipal Borough Boundary). These will continue to allay the trend of ribbon development and assist the consolidation of the town as a whole, forming a residential "band" to the West and, later the North-West, of the town centre area, i.e. Coolcotts and Carricklawn.
- 1.6 FUNCTION
- 1.6.1 Wexford town is the County Town and the largest town in the County and is its administrative centre. It is an important service and shopping centre with an expanding industrial base containing the headquarters of the County Council and supporting a comprehensive range of retail, commercial and professional services. The town serves a rich agricultural hinterland.
- 1.6.2 Situated on the Estuary, the town supports a small fishing fleet and its attendant shellfish and fish processing industries, although its importance as a port has long since declined with the silting up of the Harbour and Bay and changes in ship handling.
- 1.6.3 An increase in emphasis in Tourism and Leisure has provided Wexford with a potential for being a major water based leisure centre.

CHAPTER 2

AIMS AND OBJECTIVES

2.1

AIMS OF THE PLAN

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

2.2

PLANNING OBJECTIVES

2.2.1

MAJOR DEVELOPMENT OBJECTIVES

- (i) Carry out and encourage urban renewal in the Designated Areas and in other parts of the central area.
- (ii) Revitalise the residential character of the central area.
- (iii) Carry out major environmental and visual improvements to the streetscape.
- (iv) Establish new urban spaces and focus new developments onto these.
- (v) Consolidate the harbour and estuary as the main focus for water based activities and revitalise the waterfront.
- (vi) Carry out major improvements to the infrastructure through the Main Drainage Scheme and the Fardystown Regional Water Supply Scheme.

2.2.2

EMPLOYMENT

- (i) To increase the amount of employment available in the locality and promote a wider range of employment types.
- (ii) To ensure that suitable sites are allocated and available for industrial and commercial development.

- (iii) To ensure the improvement of roads and infrastructure within the Plan Area.

2.2.3 HOUSING

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

2.2.4 PHYSICAL ENVIRONMENT

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

2.2.5 BUILT ENVIRONMENT

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

2.2.6 SHOPPING

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

2.2.7 TOURISM

- (i) To promote the development of tourism in a manner compatible with the environmental character of the area.
- (ii) To encourage forms of tourism which facilitate the greatest economic return to the local community.

2.2.8 RECREATION AND COMMUNITY SERVICES

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

2.2.9 ROADS AND TRAFFIC

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

2.2.10 FINANCE

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

CHAPTER 3

SURVEY AND DEVELOPMENT ISSUES

3.1 INTRODUCTION

- 3.1.1 This chapter attempts to outline the basic issues relevant to the future development of Wexford based on previous survey data, information and problems which came to light during the implementation of the 1984 Development Plan.

3.2 POPULATION

- 3.2.1 The large population increase projected in previous forecasts has not materialised. The population of the Plan area increased by 1 person in the period 1981-1986. The Municipal Borough declined by 9.5% (1081) and the environs showed an increase of 27.4% (1082). Table 1 outlines the trends since 1971 and shows the Council's projection up to 1996.
- 3.2.2 The 1991 Census of Population shows that the population of the Municipal Borough declined by 792 (7.6%) persons to 9544. This indicates that the rate of decline is slowing down. Figures for the environs for 1991 show an increase of 820 (16.3%). This arises in part from a migration outwards from the older town centre area and from a larger younger population with young families.
- 3.2.3 In the Wexford Municipal Borough the population under 25 years old constituted 48.8% of the total population in 1981. This declined to 45.2% in 1986 and to 40.3% in 1991. This trend is likely to continue and will result in a population dominated by older age groups. The population of the Environs of Wexford under 25 years of age increased by 485 between 1981 and 1986 and in 1986 constituted 50.7% of the total population. In 1991 the environs constituted 47.5% of the total population.
- 3.2.4 While the population of the Plan Area increased marginally over the period 1986 - 1991, an area within 6 miles of Wexford town and outside the Plan area showed an increase of 6.4% (444). All rural areas in the County increased by 1.2%. This indicates that there is still some migration from the Town area to the Countryside.
- 3.2.5 The population projections were originally calculated using the Cohort Survival Technique based upon national rates for births, deaths and low, medium and high migration as outlined in "Population and Labour Force Projections 1991-2021", Central Statistics Office, April, 1988. However, the 1991 Census of Population showed that the original projections were too optimistic. The revised projections to 1996 are outlined in Table 1.

3.2.6

The main influence on population are declining birth rate, declining death rate and a very unpredictable migration rate. In comparison with the 1981-1986 population change the projections are optimistic for the environs and the Plan area as a whole. Even in the Municipal Borough the decline in population should level off to some extent as a result of urban renewal and the development of incidental sites.

TABLE 1

POPULATION

MUNICIPAL BOROUGH				ENVIRONS			TOTAL		
YEAR	POP	CHANGE	%	POP	CHANGE	%	POP	CHANGE	%
1971	11849			1506			13355		
1981	11417	432	-3.6	3947	2441	+162.0	15364	2009	+15.0
1986	10336	1081	-9.5	5029	1082	+27.4	15365	1	0
1991	9544	792	-7.6	5849	820	+16.3	15393	28	+0.18
1996	8850	694	-7.3	6743	894	+15.3	15593	200	+1.3

CHG = Population change

3.3

HOUSING

3.3.1

The total number of housing units in the Plan area in 1981 and 1988 are outlined in Table 2 below :-

TABLE 2

HOUSEHOLDS

	1981	1992
Wexford Municipal Borough	2984	3041
Environs	873	1479
TOTAL	3857	4489

Source: C.S.O

These figures reflect the population statistics in the preceeding section. Younger members are moving out of the older central area to the Environs of Wexford.

- 3.3.2 construction in both the private and public sector housing area has declined over the previous plan period. This reflects trends in the economy generally and the governments policy with regard to public housing.
- 3.3.3 Wexford Corporation built 141 houses in the period 1985 to date as opposed to 223 in the previous five years. No houses were built during two of these years. It is planned to build 100 new houses in the Plan Area with the emphasis on urban renewal initially. There is also a significant change in emphasis from the family type to the smaller one and two bedroom units.
- 3.3.4 Residential development in the Designated Areas (Selskar, Westgate, Redmond Square and Cornmarket) and in other areas (John Street/ Croke Avenue and Kings Street) will help to reduce the loss of young people to the Environs and elsewhere. A major part of this renewal and revitalisation is being undertaken by the private sector.
- 3.3.5 While the small population changes in the environs indicated in Table 1 will generate some new housing, much of the demand for housing will arise from disposable income, occupancy by smaller family units, single people, single parent families and the subdivision of households arising from marriage breakdown.
- 3.3.6 Approximately 80 houses are built per annum in the Plan Area. Total undeveloped land in areas zoned for residential development will provide for up to 1300 extra houses. This land could cater for up to 16 years of new housing development.
- 3.3.7 A major restriction on the potential development of residential land is the inadequate sanitary services. The existing sewer system is seriously overloaded and it will be some time before the Wexford Main Drainage is implemented.

3.4 EMPLOYMENT

- 3.4.1 The favourable national economic trends which are continuing to emerge following a long period of recession hold promise of a gradual future improvement in employment levels provided that job losses can be contained. However levels of unemployment are still at a high level.
- 3.4.2 Wexford has been designated for higher industrial grants by the Government for a period of three years from the 18th January, 1989 and it is hoped that this will prove an attractive incentive for increased investment in the industrial sector and lead to the creation of new jobs at a faster rate in this sector.
- 3.4.3 Unemployment has reached unprecedented levels in the Wexford Town Area over the previous Development Plan Period. See Table 3 below. The increase in unemployment as a percentage of the work force has not been as high in Wexford town as in the other three centres over

the last five years. Recent trends indicate that unemployment is decreasing gradually.

3.4.4 There is an urgent need for the Wexford industrial base and level of industrial employment to be significantly increased to bring it into line with other towns in the South-East Region. The town clearly merits priority in new job creation in the industrial sector within the South-East Region.

3.4.5 Over the past five years the Local Authorities in Wexford have played a positive role in the promotion of development through land acquisition/development for industrial purposes, improvement of water supplies and sewerage services, major roadworks, housing development, tourism promotion and development, amenity works and other services.

TABLE 3

NUMBERS ON LIVE REGISTER

AREA	Dec 1988	Dec 1989	Dec 1990	Dec 1991	Dec 1992	% of Work force Dec 1992
Wexford	3144	2917	3003	3470	3629	25.3
E'Corthy	2155	2159	2181	2306	2528	23.6
New Ross	1713	1697	1662	1871	1906	25.7
Gorey	1276	1254	1307	1457	1506	25.4
TOTALS:	8288	8027	8153	9104	9569	24.9

Source; Central Statistics Office.

3.4.6 Despite these initiatives only limited success has been achieved in the attraction or establishment of new industrial projects. This clearly emphasises the need for a higher priority to be given to the promotion of the Wexford Town for new industrial growth and investment.

3.4.7 In summary the Wexford area has had a marginal gain in net industrial employment over the past five years. However, this situation is over shadowed to a great degree by the very high level of unemployment due to job losses in the services and other sectors.

3.5 TOURISM

3.5.1 Wexford is ideally located as a centre for based (long stay) tourism, within easy reach of many recreational facilities and acting as a service centre for other tourist centres in the County.

3.5.2 Natural amenities and tourist assets in Wexford include :-

- (a) The Harbour and Slaney Estuary
- (b) Active and passive sporting and recreational facilities
- (c) Water Sports
- (d) Conference facilities for 1500 persons in hotels and 1100 in the Parish Hall
- (e) Wexford Opera Festival
- (f) Hotels and Guesthouses
- (g) The Viking Festival
- (h) Wexford in Bloom
- (i) The Towns Historic Heritage

3.5.3 Tourist assets which are outside the Plan Area but which have a major influence on tourism in Wexford include:

- (a) The Irish National Heritage Park at Ferrycarrig
- (b) Extensive sandy beaches and coastal walks
- (c) Scenic tourist routes
- (d) Golfing facilities
- (e) The Wild Fowl Reserve on the North Slob
- (f) The Irish Agricultural Museum and Gardens at Johnstown Castle
- (g) The Corporation Caravan Park and facilities at Ferrybank.

3.5.4 The provision of or improvements to the following within and outside the Plan area will have a significant impact on the tourist potential of Wexford :-

- (a) Improvements to the Waterfront
- (b) Establishment of a major sports centre at Carcur
- (c) Extension of and additions to recreational facilities at Ferrybank including provision of a centre for water based activities.
- (d) Urban Renewal
- (e) The possible establishment of an all weather holiday centre.

- (f) The exploitation of the historic links with John F. 2, John 2 and the Normans.

3.5.5 The prime objective will be to consolidate the tourist potential of the town while protecting the natural and man made facilities which attract tourism in the first place.

3.6 THE BUILT ENVIRONMENT

3.6.1 History has been the basis for establishing what is today the town's unique and intrinsic character. The quality of its town scape is made up of several elements :-

- (a) The Waterfronts, Quays and Crescent, which form the edge of the town and behind which the town rises, its skyline being dominated by the Twin Spires.
- (b) The Main Streets which form the Town's "spine", with many little lanes joining them.
- (c) The old town wall which separates the historic town from the more recent suburban area.
- (d) The squares and urban open spaces such as Bullring, Cornmarket, St. Peter's Square, the Faythe and Redmond Square.
- (e) The simple facades of buildings which form frontages to the streets and open spaces.

3.6.2 The character of the town scape is being threatened because :-

- (a) Some older buildings are falling into disuse and are not being replaced.
- (b) Some redevelopment has been "unsuitable" and out of character with the town as a whole.

3.6.3 In latter years, the greatest threat has been from the greatly increased flows of traffic through the narrow streets and along the Quays and this has led to congestion, as well as danger for the pedestrian. The motor vehicle has tended to dominate the town scape with demands for parking spaces, with the consequent loss of spaciousness in all the urban open spaces and squares. This has been controlled to some extent by the establishment of some urban spaces, e.g. St. Peter's Square, the completion of the relief road and implementation of new parking management.

3.7 URBAN RENEWAL

3.7.1 Parts of Wexford Town became "Designated Areas" under the Finance Act 1987. Financial and tax incentives apply to any development which is undertaken in these areas and operates to the benefit of property owners, developers, tenants and owner occupiers.

Development in these areas - Selskar/Redmond Place, Westgate Yard/ John Street Cornmarket - must be completed before 31st May, 1993 in order to avail of the financial incentives.

- 3.7.2 This is a major opportunity for Local Authority and private sector developers to work together in improving and protecting the built environment of Wexford Town. Areas which have been neglected for some time will be given a new life with a mixture of residential and commercial developments.
- 3.7.3 Assembly of land packages by the Local Authority provides greater opportunities for private developers to undertake developments suited to their needs.
- 3.7.4 The Completion of the Redmond Square developments have provided a new commercial focus for the town. The Designated Areas will increase the commercial catchment area of Wexford Town, provide a variety of medium and large scale commercial developments, bring in larger shops, and make these areas more commercially viable. Arising out of the urban renewal, the whole town will benefit from the improved commercial facilities.
- 3.7.5 Recent urban renewal developments include
- (a) The Westgate development including provision of town houses, restoration of the Westgate Tower and part of the Town Wall,
 - (b) The Redmond Square commercial developments,
 - (c) Part of the John Street housing developments,
 - (d) The Selskar Square commercial development,
 - (e) Work on the Cornmarket/Mallon Street development is nearing completion.

3.8 RECREATIONAL OPEN SPACE AND AMENITIES

- 3.8.1 Apart from the major facilities i.e. Wexford Park (the G.A.A. County Ground on a 4.5 ha. (11 acres) , St. Peter's playing pitch 4.5 ha. (11 acres) and the 1.5 ha. (3.5 acres) Redmond Memorial Park, the open space areas within the built-up area of the town are confined to green squares within extensive housing estates, many of which lack any amenity provision (trees, shrubs, seats, etc). Additional recreational open space facilities are provided by the Rugby Club 5.6 ha. (14 acres) other "temporary" pitches on the periphery of the town, in addition to the 18 hole Golf Course at Mulgannon. Facilities are also available adjacent to Clonard church. The 31 ha. (76 acres) Racecourse has been increasing the number of meetings per year over recent years. The Corporation owns some 8.3 ha. (20.6 acres) astride the Municipal Borough boundary at Trespan Rock to the south of the town.

3.8.2 The town is set in an area of scenic and amenity value on the banks of the Slaney Estuary, and the Waterfront, together with the railway line, is of prime amenity value for walking, for sitting out or for watching water borne activities.

3.8.3 Open space in the Plan area are outlined in Table 4 below consists of the following categories :-

TABLE 4

OPEN SPACE

	(HA)	ACRES
Public open spaces	9.3	23
Public open spaces in residential areas (excluding sports fields)	13.8	34
Private (club) open space (including Racecourse 31 ha)	49.4	122
Private institutional (schools) sports fields	17.4	43

3.8.4 Active sports open space provision at 9.5 acres per thousand of the population (P.T.P.) exceeds the recommended standard of 3.5 acres P.T.P. Most of this is made up of land owned by private clubs and is located mainly in the more developed parts of the town. Active sports open space in or adjacent to the central area is run by institutions such as schools. In these cases the Planning Authorities will examine the feasibility of obtaining public access to these lands by agreement.

3.8.5 Passive open space at 1.4 acres P.T.P. is unevenly spread with a deficiency in the central area. Wexford is a relatively small town and the countryside and coastal areas are only a short distance from any part of the town.

3.8.6 Future provision of open spaces will include major sports facilities on the old Carcur dump. It is anticipated this will provide an opportunity to Wexford to have major facilities of national and possible international status. Other future facilities will include passive amenity area in the Redmond Square area and along the proposed extension to the Quays.

3.9 EDUCATION

3.9.1 Most of the town's primary and second level schools are dispersed throughout the Borough and all are at or near capacity. There are seven primary schools with 2846 pupils on the rolls in June, 1988. This figure represents an increase of 208 pupils since September, 1983.

3.9.2 There are five post primary schools (including V.E.C.) with 3002 pupils on the rolls of June, 1989. This represents an increase of 180 pupils since September, 1983. The Vocational School has 635 pupils on its roll. There are plans to provide an extension to cater for a further 460 pupils in the Vocational School during the plan period.

3.10 **SHOPPING**

3.10.1 Wexford Town is the main shopping centre in County Wexford. The town serves a rich agricultural hinterland with an estimated population of 40,000 in 1988. Wexford has a comprehensive range of modern retail facilities including branches of national chain stores.

3.10.2 Trends in a number of retailing outlets in convenience and comparison (clothing, footwear, durable household goods, other non food) is outlined in Table 5 below :-

TABLE 5
RETAIL OUTLETS IN THE CENTRAL AREA ZONE

	1977	1985	1988
Convenience Goods	83	83	66
Comparison Goods	89	100	134
TOTAL:	172	183	200

3.10.3 The decline in the number of convenience shops arises from competition with supermarkets and changes in shopping patterns. Wexford's small family grocers are declining in number and some are converted to comparison shops. The increase in the number of comparison shops arises out of conversion and subdivision of premises.

3.10.4 The main centre of activity of the shopping area has been weighted towards the more prosperous central and Southern end of the main street for some time. The Designated Areas will include new shopping facilities in the North end of the main street and this will halt the decline in this area and improve the overall standard of retail facilities.

3.10.5 While some shops are quite small and do not meet modern standards, there has been significant refurbishment and reconstruction of retail premises in recent years. This will further consolidate and enhance Wexford's position in the shopping hierarchy of the County.

3.10.6 The main objectives regarding shopping development will be :-

- (a) Further encouragement and promotion of modern town facilities.
- (b) The promotion of better uses for upper floors.
- (c) The provision of adequate local shopping facilities in the areas outside the central area.
- (d) Maximising the beneficial effects of the Designated Areas.

3.11 COMMUNITY FACILITIES

- 3.11.1 In addition to its wide range of retail, commercial and professional establishments, Wexford contains the General Hospital, County Clinic and associated medical facilities, together with a number of primary and post-primary educational facilities, including the V.E.C.
- 3.11.2 Other community and recreational facilities include parish hall, cinema, theatre, dance hall, community centre, youth clubs, tennis courts, boat clubs, sports fields, golf club, a racecourse and a swimming pool. These, and other new facilities within the private sector, add to the attractiveness of the town not only for residents but also for visitors and tourists. The addition of the Sports Complex at St. Peter's College and the proposed amenity facilities on the quay side will further enhance the town. The major issue facing the town is how to use all the facilities to the full for the benefit of all the people and to attract more tourists to the area.

3.12 SANITARY AND ENVIRONMENTAL SERVICES

3.12.1 Water Supply

At present Wexford Town is supplied by the Wexford Town Supply which provides 10,000 cubic metres per day (2.2 million gallons per day). The Fardystown Regional Water Supply Scheme (Stage 1) involves the development of aquifers together with treatment and storage to serve South County Wexford and Wexford Town. The existing system is seriously deficient. The water supply to the town will be raised to 18200 cu.m.p.d. (4 million gallons per day) during the plan period.

3.12.2 Sewerage Facilities

The existing town system is overloaded and is in need of major improvements. The problem is particularly serious at the Carcur pumping station and treatment works. This is restricting development in the Coolcots Development Area. The backlog of major capital schemes in the sanitary services area has made it necessary to accept a limited overload of the Carcur system in the short term until Stage 1 of the Wexford Main Drainage Scheme is commissioned. The Planning Authority will seek finance for some improvements to the Carcur treatment system as an interim measure.

3.12.3 The Wexford Main Drainage Scheme will involve the replacement and improvement to the existing sewer network and include an interceptor sewer, pumping stations secondary treatment sea outfall. The drainage works along the Quays will incorporate additional projects, including car parking facilities, amenity works and the provision of berthing.

3.12.4 The time scale within which the Main Drainage will be implemented is dependant upon the availability of finances and the approval of the Dept. of the Environment. The policies of the Planning Authority with regard to the servicing of land are outlined in the Policy section and the Zoning Objectives in the Development Control Section of this plan.

3.13 TRAFFIC AND TRANSPORTATION

3.13.1 During the period of the previous plan a number of major projects have been completed or introduced and as such will have a major impact on the distribution and flow of traffic in Wexford.

(a) The Wexford Relief Road which was completed in 1988, significantly reduces the congestion which was commonplace particularly on the Quays during the tourist season. The Council's prediction that one third of all traffic would use the Relief Road has been borne out. Heavy commercial vehicles dropped from 10.2% of total traffic on the Quays in 1984 to 4.7% in 1989.

(b) The introduction of disc parking controls as part of a traffic management programme makes more parking spaces available in the central area of the town.

3.13.2 The combined effects of the Wexford Relief Road, plans to provide parking facilities in the Designated Areas and along the Quays (part of the Wexford Main Drainage Scheme) and the effects of the disc parking scheme should provide approx. 4100 usable parking spaces. This will mean an increase of over three times the amount of spaces which were available until recently.

3.13.3 The effects of these measures will make Wexford a more pleasant environment for shopping and trading. The provision of parking facilities along the Quays should give new life to trading along the Quay front.

3.13.4 The major issue is to continue to ensure a safe and comprehensive road system capable of satisfying the requirements of both vehicular and pedestrian traffic in the narrow streets of the town centre.

PART TWO
DEVELOPMENT POLICY

CHAPTER 4

DEVELOPMENT POLICY

4.1 INTRODUCTION

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

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

4.1.3 Pressures for change generally have two sources :-

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

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

4.2 RESIDENTIAL DEVELOPMENT

4.2.1 While most new housing development will be concentrated in the area outside the Municipal Borough, it is the policy of the Wexford Corporation to :-

- (a) Revitalise the residential character of the Town Centre through;
 - (i) Urban Renewal by both private and public Sectors.
 - (ii) Encouraging people to live in the Town Centre by using the upper floors for residential purposes.

- (iii) Ensuring that the character of the Central Area is protected through appropriate house design.
- (iv) To assess the housing needs of the South End of the town and to carry out improvements where necessary.

4.2.2

It is the policy of the Planning Authority to :-

- (a) Facilitate residential development where services are available.
- (b) Ensure that residential development takes place in depth, to obtain the most economic use of land and services.
- (c) Ensure that residential developments shall be suitably located and that they shall provide a satisfactory, safe and visually pleasing environment for residents and for the community in general.
- (d) Ensure that all new residential developments comply generally with the standards as outlined in the Proposed Building Regulations and that estates shall comply with the "Recommendations for Site Development Works for Housing Areas", by An Foras Forbartha. Housing developments designed in the "Streets of Living" concept by An Foras Forbartha will also be considered. Other standards may be adopted by the Planning Authorities during the plan period.
- (e) Encourage the completion of housing estates in the plan area. New developments shall be phased so that in the event of non-completion of the whole development the completed phases shall be designed to stand on their own.
- (f) Ensure that all such developments are sited so as to be capable of being economically and adequately catered for by the infrastructure provided by the Local Authority for the servicing of the Plan Area.
- (g) Provide for suitable low density in the Environs where circumstances warrant it.

4.2.3

In circumstances where public sewerage facilities are not available at present the Planning Authority will consider proposals for minor developments serviced as their own treatment works subject to :-

- (a) Proposals for private sewerage treatment and disposal will only be considered as an interim measure.
- (b) Connections shall be made to the public sewerage system when this becomes available in the area.
- (c) These developments shall be ultimately consistent with the overall Development Plan.

- (d) The proposals shall be subject to public health considerations and proper design standards.
- (e) This provision applies only to areas zoned to protect and/or improve residential amenities.

4.2.4 The Planning Authority recognises that the provision of public services to zoned lands is dependant upon the availability of public finances. The current economic climate makes it very difficult to predict when such finances will be made available and when the various phases of the services programme can be implemented. The designation of land solely or primarily for particular purposes i.e., zoning, is outlined in the Development Control section of this Plan. The suitability of any particular land within any zone will be dependant upon the completion of particular phases of the services programme rather than on any time scale. The making of decisions on planning applications for development in these areas will be based on the implementation and commissioning of the services programme.

4.2.5 In relation to residential development generally it is the policy of the Planning Authorities to :-

- (a) Encourage the extension and improvement, where possible, of the existing housing stock within the plan area.
- (b) Discourage the loss of habitable dwellings through neglect.
- (c) Discourage the change of use of habitable dwellings to other uses.
- (d) Exclude non compatible uses from residential areas.
- (e) Relate non residential developments in residential areas to the needs of that area.
- (f) Improve residential amenities by initiating suitable environmental improvements.

4.2.6 It is the policy of the Planning Authorities to provide housing and to require a residential element in development proposals where consistent with the proper planning and development of the area.

4.2.7 It is the policy of the Planning Authority to restrict the use of Mobile Homes and Temporary Dwellings in the Development Area. Such development will not normally be permitted.

4.2.8 It is the policy of the Planning Authority to provide a fully serviced halting site for travellers.

4.3.1 EMPLOYMENT

4.3.1 Statutory land use planning can identify land suitable for employment through its zoning function. However, it must be

realised these measures cannot induce employment where circumstances are not suitable. This is an important consideration which must be borne in mind in the light of the serious unemployment situation as set out earlier.

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

4.3.3 There is sufficient spare capacity within the Plan Area, both in terms of zoned land and buildings to meet the employment needs over the coming plan period. This capacity is concentrated in the Whitmill Industrial Estate.

4.3.4 There is, therefore, no need to zone extra land for industrial purposes in this plan notwithstanding the serious job shortage. However, it will be the policy of the Planning Authority to :-

- (a) Attract new industrial projects to Wexford Industrial Estate by concluding the development and landscaping of the Estate.
- (b) Encourage the provision of small workshop/cluster facilities to service industries within the industrial area or at other suitable locations.
- (c) Facilitate the expansion of existing firms and the creation of new projects at an economic cost. A potential site in this regard is located at Whitewell adjoining Pierces.
- (d) Encourage the provision of low cost "add-on" production facilities in existing industries where appropriate.

4.4 TOURISM

4.4.1 The Planning Authority will pursue a number of policies in the development of the tourist industry in cooperation with the other main tourist agencies. These policies include :-

- (a) Consolidation of Wexford town as a main based holiday tourist and services centre in the county, and the improvement of its facilities and services.
- (b) Carrying out environmental improvements.
- (c) Ensuring adequate conservation of natural resources.
- (d) Provision of traffic management schemes and signposting.
- (e) Provision of right of way to amenity areas.
- (f) Implementation of management plans for specific areas.

- (g) Assistance in provision of advisory and information services.
- (h) Seeking out new investment funds.
- (i) Encouraging the provision of more day facilities including weather independent facilities.
- (j) Encouraging the refurbishment and upgrading of all tourist accommodation.
- (k) Encouraging the establishment of a tourist related craft centre.

4.4.2 The above will be implemented taking into consideration recommendations made by Bord Failte, SERTO, the Wexford Tourism Council and other tourist groups. The Planning Authority hopes to foster cooperation with the local interests in the planning and development of the area.

4.5 URBAN RENEWAL

- 4.5.1 By Urban Renewal is meant the carrying out of development, redevelopment, improvement or rehabilitation of obsolete areas of the town as well as the conservation and preservation of the urban fabric.
- 4.5.2 It is the policy of the Planning Authority to continue to assemble sites suitable for renewal and re-development and continue to seek the co-operation and commitment of the private sector in securing urban renewal as part of the process of strengthening the economic base of the town.
- 4.5.3 To secure the assembly of land for renewal the Planning Authority will use its power of compulsory purchase, if necessary and may enter into partnership with private enterprise.
- 4.5.4 Where necessary, action plans shall be prepared providing for re-development and reconstruction in areas selected for priority action. Property owners and developers will be encouraged to contribute to the renewal of obsolete areas.
- 4.5.5 The Municipal Borough Corporation intend to facilitate the consolidation, expansion and development of the Town Centre Area to serve its large hinterland population and to act as a Regional Centre, having special regard to :-
- (a) Maintaining its unique historical and architectural character with its narrow street network where practicable through ensuring the highest architectural and civic design standards.
 - (b) Providing for the revitalisation and intensification of commercial activity.

- (c) Improving social and community facilities.
- (d) Maintaining and revitalising its residential character through use of upper floors.
- (e) Creating a more pleasant environment for pedestrians.
- (f) Relieving traffic congestion and improving the car parking facilities.
- (g) Encouraging the relocation of non conforming uses i.e. existing activities which are out of character with the zoning objective of the area.

4.6

TOWN CENTRE AMENITY

4.6.1

Within the Town Centre, it is the policy of the Corporation to improve amenity through :-

- (a) The introduction of further traffic management regulations and pedestrianisation of the main streets.
- (b) The provision of landscaping, floral displays, Automatic Public Conveniences and other street furniture. Some schemes are already either completed or in progress. Others will be identified in a later section of the Plan. The Waterfront and Crescent are areas of particular importance and will be subject to substantial improvements as part of the Main Drainage Scheme.
- (c) The conservation of streetscapes and other views, particular regard will be had to the settings and vistas of the buildings of artistic, historical or architectural interest.
- (d) The creation of new urban squares where appropriate in the town centre.
- (e) The cleaning and opening to the public of the small graveyards to provide green havens within the densely built-up urban Town Centre.
- (f) Investigate the provision of public access to the old Town Wall and its development as a Town Wall Walk through the Town Centre.
- (g) Improve the street scape and building frontages onto the Waterfront and to encourage the revitalisation of this area.

4.7

SHOPPING

4.7.1

Wexford Town Shopping areas constitutes the dominant shopping focus for County Wexford. The future distribution of shopping in the Wexford Area will be significantly affected by the present location, extent and range of shopping facilities, the growth in

car ownership and changing shopping habits. In preparing its policy on shopping, the Planning Authority is aware that it is not a function of planning either to reduce or encourage competition amongst traders. Nevertheless, the social consideration of shopping, and its role as a focal point at town and district level, oblige the Planning Authority to consider fully the effect of new shopping development on existing facilities.

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

- (a) Facilitate improved access to the central shopping area.
- (b) Encourage the location of new shopping facilities in the central area in the areas designated under the Finance Act, 1987.
- (c) Improve pedestrian facilities.
- (d) Improve the general amenities of the Town Centre.
- (e) Encourage and facilitate the provision of neighbourhood centres in the areas outlined in the Council's zoning and objectives.
- (f) Consider the provision of local late opening convenience or corner shops on their merits particularly in areas not already served by such shops - the Planning Authority recognises the value of these shops in providing a service to the community.
- (g) To protect the commercial viability of the south end of the town by encouraging the establishment of suitable developments which could act as a balance in the overall commercial structure of the town.

4.7.3 Suburban Shopping

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

4.8 CONSERVATION

4.8.1 It is the policy of the Planning Authority to preserve and improve the inherent artistic, architectural and historical character of the town, the quality of its town scape and its environment by :-

- (a) Conserving the narrow street and lane network, recognising their importance as pedestrian routes.

- (b) Conserving frontages to urban open spaces and squares, to maintain their "enclosure", restricting car parking and restoring amenity qualities.
- (c) Continuing to conserve the Waterfront and its focal point, the Crescent, encouraging re-development and revitalisation of these areas.
- (d) Conserving generally building and structure of artistic, historical or architectural character, including feature details, e.g. natural stone warehouses, slate-walled buildings, splayed-back corners on buildings, traditional shadow-stone paintwork and encouraging new uses.
- (e) Positively and actively encouraging re-development and renewal of derelict and obsolete sites and street infill in a manner sympathetic with and complementary to neighbouring structures, maintaining buildings and height lines and conformity with fascia level and windows.
- (f) Conserving the setting and vistas of the town's major artistic, historical and architectural features, as listed in List 1 (Para 6.9) and List 2 (Para 6.10) ensuring that new developments will be sympathetic and complementary in character.
- (g) Ensuring that new developments reflect the highest standards of design and layout.
- (h) Encouraging shop fronts and advertising signs, where permitted in the Town Centre, to reflect traditional styles in sympathy with the character and quality of the main shopping streets and the Waterfront.
- (i) Encouraging ground floor uses and conversions, in Town Centre streets to be in keeping with the character of the upper levels of buildings.

4.9

SHOPFRONTS AND ADVERTISING

4.9.1

Shopfronts

Shopfronts and advertising make a significant contribution to the quality and character of the street scape especially at pedestrian level. It is Corporation policy to preserve traditional shop fronts of architectural and town scape importance. Shopfronts which may not be unique individually but are important in a street scape setting will be protected for their contribution to the overall town scape context.

4.9.2

In order to ensure the protection and enhancement of our street scape it is necessary that a framework for development and design of new shopfronts based on the essential design criteria of traditional shopfronts be re-established. The details of this

framework are set out in the Development Control Section of this Plan, and in the Design Guidelines "Shopfronts and Street scapes in County Wexford".

Large Signs

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

4.9.4 It is the policy of the Corporation to :-

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

4.10

RECREATIONAL AMENITIES AND OPEN SPACE

4.10.1

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

- (a) Maintain and improve pedestrian access to existing and proposed recreation and amenity open space.
- (b) Develop incidental open spaces as links in an overall network.
- (c) Retain open spaces in private ownership as far as possible for recreational purposes.
- (d) Provide safe paved spaces for intensive use in the more densely developed residential areas where it is not at present feasible to create large recreational open space.
- (e) Provide, subject to consultation with local representatives and developers, play lots in developments where there are numbers of children.

- (f) Encourage the provision of community and recreational buildings.
- (g) Continue to maintain and improve open space in public ownership, subject to the overall demands made upon its financial resources, and the needs of the community for other priority services.
- (h) Investigate the feasibility of obtaining public access by agreement to private institutional open space.
- (i) Undertake a recreational plan for Wexford, to identify the recreational needs of various parts of the plan area.

4.11 TRANSPORTATION AND PARKING

4.11.1 In pursuance of the aims and objectives of the Development Plan in relation to traffic and to facilitate the future growth of the town, it is the policy of the Planning Authority to :-

- (a) Improve and upgrade the urban street and road network.
- (b) Establish a road system designed to serve the projected land use pattern.
- (c) Establish a road hierarchy with principal routes (distributor road) on the Quays, John Street/School Street, and those radiating from the town.
- (d) Control access and number of junctions onto the main approach roads to the town, the distributor road network in the interests of safety and free flow of traffic and the need to prevent the reduction in capacity and level of service of the roads and the dissipation of the public capital investment involved.
- (e) Ensure that access roads from distributor roads are self contained routes and not through routes.
- (f) Provide pedestrian ways (independent from vehicular routes) to link residential areas, and local neighbourhood centres.
- (g) Preserve public rights of way.
- (h) Provide footpaths and improve where necessary on all approach and link roads.
- (i) Provide parking facilities for disabled persons within the Town Centre.
- (j) Undertake a comprehensive traffic management and parking survey and action plan to :-
 - (i) Identify problems and problem areas.

- (ii) Identify the management and parking needs of the town.
- (iii) Identify suitable sites for new car parking facilities, (including multi storey car parks) and coach parking facilities.
- (iv) Identify suitable areas of pedestrian priority or pedestrianisation of streets in the Town Centre.
- (k) Encourage the provision of off-street parking to provide for short-term requirements.
- (l) Ensure that the implementation of any action plan does not adversely affect the inherent character of the town and street scape.
- (m) Improve the public lighting facilities within the Plan Area where necessary.

4.11.2

Public Transport

The Planning Authority will cooperate with C.I.E. and any other relevant bodies in the improvement of the public transport system and when necessary.

4.12

EDUCATION

It is the policy of the Planning Authority to assist in the establishment of third level education facilities in the Plan Area.

4.13

SANITARY AND ENVIRONMENTAL SERVICES

4.13.1

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

4.13.2

Water Supply

It is the policy of the Planning Authority to further augment the Town Water Supply through :-

- (a) The implementation of Stage 1 of the Fardystown Regional Water Supply Scheme i.e. development of the aquifer together with treatment and storage to serve South County Wexford Town.
- (b) The provision of secondary storage for the Wexford Town Water supply so as to provide for 24 hour storage for the town.

4.13.3

Sewerage Facilities

It is the policy of the Planning Authority to augment and improve the sewerage system, to provide an efficient town system and to treat the town sewerage which caters for the development area. To this end it is the policy to :-

- (a) Implement Stage 1 of the Wexford Main Drainage Scheme.
- (b) Improve the capacity of the existing network in the Coolcots Development Area and the Carcur pumping station and treatment works. The Planning Authority is treating this as a matter of urgency in order to make provision for development in this area.
- (c) Encourage development in the Coolcots Development Area subject to the availability of sanitary services.
- (d) Ensure that developers provide efficient drainage systems with separate surface water drains.

4.13.4

Refuse Disposal

It is the policy of the Planning Authorities to provide a landfill site outside the Plan Area to cater for domestic and commercial waste from Wexford.

4.14

ENVIRONMENT

4.14.1

The consequences of 200 years of pollution on the environment have recently been the subject of much debate. The exact effect of the "Greenhouse Effect" or global warming is not clear and it may be some time before its effects are realised.

4.14.2

With regard to the environment generally it is the policy of the Planning Authority to :-

- (a) Keep itself informed of the likely impact of global warming on the plan/area and to take appropriate action as is deemed necessary.
- (b) Encourage greater environmental awareness in the community.
- (c) Protect the tree stock in the plan area and to encourage the planting of coppices or groups of trees where appropriate.
- (d) Assist in the establishment of waste recycling schemes e.g. Bottle Banks, Paper and Metal.
- (e) Continue to monitor smoke pollution and control it where appropriate.
- (f) Co-operate with all statutory and community environmental protection agencies and organisations.

4.15

PHASING

4.15.1

In order to ensure an orderly and coordinated expansion of the town it is intended that further new housing developments will be concentrated initially in the Townparks/Carricklawn area immediately to the West of the Municipal Borough boundary and in the Town Centre at a later stage expanding to Ballyboggan and to the South. However, it must be emphasised that these proposals are dependent upon the provision and expansion of the necessary infrastructure and the availability of land for development during the Plan period.

4.16

OBSOLESCENCE AND BLIGHT

4.16.1

It is the policy of the Planning Authority to clear and redevelop areas of obsolescence and blight in public ownership and to encourage the owners of similar properties to do the same. The Planning Authorities may use their powers of compulsory purchase if necessary to make obsolete areas available for re-development.

4.16.2

It is the policy of the Planning Authority to exercise its powers under the Derelict Sites Act 1990 in relation to derelict sites in the Plan Area.

PART THREE

DEVELOPMENT CONTROL

CHAPTER 5

DEVELOPMENT CONTROL

5.1 INTRODUCTION

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

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

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

5.2 DEVELOPMENT STANDARDS

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

- (a) Land Use Zoning Objectives;
- (b) Site Development standards;
- (c) Residential Development and Design Standards;
- (d) Design Considerations :-
 - Public Buildings
 - Shop Fronts
 - Convenience Shops
 - Buildings or structures of artistic, architectural or historic interest;

- Advertising Signs and Structures;
 - Industry;
 - Petrol Filling Stations and Service Stations;
- (e) Roads and Traffic, Parking Accommodation, Loading and Unloading;
- (f) Bonds and Development charges.

5.3 LAND USE ZONING OBJECTIVES

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

5.3.2 The following are the zoning objectives :-

- (a) To protect and/or improve residential amenities.
- (b) To provide for long term residential amenities.
- (c) To provide for and improve Town Centre facilities.
- (d) To provide for and improve neighbourhood facilities.
- (e) To provide for industrial and related uses.
- (f) To preserve and/or extend recreational amenities including open space.
- (g) To protect agricultural and related uses and to prevent any development which is considered premature.

5.3.3 While this plan covers a period of five years, it is necessary to indicate some of the longer term zoning objectives so as to allow for phasing of development in the long term. It is important that development be phased so that expansion of the town is carried out in an orderly manner. The objective is to prevent a haphazard urban sprawl and to make efficient and economic use of services. The two phases for residential development are;

(a) Residential

Residential land is that land capable of being serviced now. Development within the catchment of the Carcur pumping station will be subject to special financial contributions towards the provision and upgrading of public water supplies and sewerage facilities.

(b) Long Term Residential

Long term residential land is that land which may not be carried out during the period of the Development Plan. However development may be carried out if public sanitary services become available. Applications for small scale developments may be considered in this zone.

The residential and long term residential zones are indicated on the Zoning Objectives Map No. 1.

5.3.4 The acceptability of certain uses in particular zones is self-evident as in the unacceptability of other uses. Over a wide range of uses, the degree of acceptability can only be judged on the basis of specific applications where the nature, scale, intensity, ancillary effects and demands of the proposed use can be studied. The Land Use Zoning Objectives are shown on Map No. 1 attached to the Development Plan.

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

5.3.6 A matrix Table 6 sets out the acceptability or unacceptability of various uses for each of the Land Use Zoning Objectives.

5.3.7 "Open To Consideration"

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

5.4 SITE DEVELOPMENT STANDARDS

5.4.1 Density

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

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

- (a) Single houses in unserviced areas.
Density will be determined having regard to the requirements for percolation areas. (See para 5.5.16).

TABLE 6

LAND USE ZONING MATRIX

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

NOTE YES Indicates Use Normally Permitted

NO Indicates Use Not Permitted

* Indicates Use Open To Consideration

For descriptions of Zoning Objectives see Section 5.3.2.

- (b) **Single houses in serviced areas.**
Density will be determined by the criteria in para 5.4.3.
- (c) **Estate Developments.**
5 to 30 houses per hectare (2-12 per acre).
- (d) **Built up areas in the Municipal Borough.**
30 to 49 houses per hectare (12-20 per acre). Higher densities may be approved in the case of urban renewal.
- (e) **Flats.**
Maximum 82 per hectare (33 per acre).

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

- (a) The extent to which the layout meets all other criteria for residential development, both qualitative and quantitative.
- (b) The need to ensure the most economic use of land and services. In the case of larger sites the location of the house should not preclude further development of the site.
- (c) The capacity of the infrastructure to absorb the demands of the proposed development.
- (d) Existing densities in adjoining residential areas.
- (e) Existing site features including landscaping.

5.4.4

Building Lines

Building lines will be determined having regard to :-

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

Generally development :-

- (i) Shall not be carried out in front of established building lines or in a position which would be in conflict with a building line which may be determined;
- (ii) Shall not be less than 10 metres from the edge of the carriageway of the road in new residential areas. Reductions may be permitted in certain cases but a minimum of 6 metres shall be provided for drive-in space for a car.

5.4.5 Site Coverage

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

5.4.6 Height of Structures

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

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

5.5 RESIDENTIAL DEVELOPMENT AND DESIGN STANDARDS

5.5.1 The Planning Authority's standards relating to estate residential development in areas other than the Town Centre Zone are as follows :-

5.5.2 The development must be seen as a unified concept with its special characteristics displayed in the height of the houses, roof profiles, finishes and colours of walls and roofs, the road and footpath network, building lines and open spaces.

5.5.3 Small Dwelling Houses should be designed to allow for convenient extension for future needs. A variety of houses is desirable to provide for different family sizes.

5.5.4 Communal open space in residential development (in excess of the open space attached to dwellings) shall be provided at the rate of not less than one hectare per 150 dwellings or 10% of the total area of the site, whichever is the greater. In calculating the area of open space, the area of roads, footpaths and grass margins shall not be taken into account. Land reserved for open space shall be retained for that purpose and shall be available for use by residents prior to the completion of the development.

5.5.5 In certain cases where it is not appropriate to provide open space in accordance with the above standards, the Planning Authority may, by conditions attached to permission, require the developer to pay a stated sum of money towards the cost of providing open space elsewhere as provided for in Section 26 of the Local Government (Planning and Development) Act, 1963.

- 5.5.6 Private open space in rear gardens shall not be less than 100 sq. m. (1076 sq. ft.) in area and 11m (36ft.) deep.
- 5.5.7 In the case of houses on unusually shaped sites these standards can include private open space to the side of the house.
- 5.5.8 A landscaping scheme should be designed as an integral part of the development. Existing trees and hedges should be retained where possible and such trees should be carefully marked on the site for preservation before any development commences.
- 5.5.9 To ensure maximum privacy in rear gardens of existing developments adjacent to proposed housing developments, a 2m. high boundary screen shall be provided along boundaries of existing adjoining gardens. The screen should consist of walls, fences, hedges or trees. Windows in neighbouring houses shall generally not overlook private open spaces in rear gardens.
- 5.5.10 Footpaths shall be ditched at road junctions to allow for easy crossing. Where grass verges are provided between the footpaths and the roadway, these shall be bridged by a pathway at appropriate locations.
- 5.5.11 A system of pedestrian rights of way separate from the road layout shall be provided where the Planning Authority requires it. These shall link shops, community buildings, adjoining development and open spaces.
- 5.5.12 The road layout should be such as to discourage through traffic. Houses along the roads shall be designed and laid out so as to minimise the effect of traffic on the occupants. This may be achieved by appropriate building lines, internal layout and landscaping.
- 5.5.13 The height of new buildings in residential areas with a suburban residential character shall not exceed 15 metres. This maximum height may be accepted only on sites of an area sufficient to allow the building to be sited in a manner which will not interfere with the amenities of existing development.
- 5.5.14 Buildings and circulation areas shall be designed jointly and not treated as separate elements.
- 5.5.15 In the case of housing estate developments, the whole development should be phased so that each phase is a complete entity and to a standard that is capable of being taken in charge by the Planning Authority.
- 5.5.16 Where new single houses are concerned and where public sewerage connections are not available, the appropriate standards for the use of percolation systems as defined by EOLAS (formerly the I.I.R.S.) "Standard Recommendations for Septic Tank Systems" SR6; 1991 will apply. The house shall be connected to the public sewerage system when this becomes available.

5.5.17 Where possible, electricity, telephone and cable services should be underground. Provision should be made for the siting of transformer stations, pumping stations and other necessary service buildings in unobtrusive positions.

5.5.18 Public lighting shall be in accordance with BS5489.

5.5.19 In new areas of estate development in areas zoned for residential purposes, provision for community facilities shall be required where the Planning Authority consider it necessary.

5.5.20 In general, residential development shall comply with the standards outlined in the Proposed Building Regulations, "Recommendations For Site Development Works For Housing Areas", An Foras Forbartha (1974), and "The Streets For Living" concept of An Foras Forbartha (1976) and any other standards that the Planning Authority may adopt during the plan period.

5.6 RESIDENTIAL DEVELOPMENT IN THE TOWN CENTRE

5.6.1 Much of the previous section is relevant to residential development in the Town Centre zone. The character and density of development is very different from suburban development and the overall aim is to ensure that the inherent character of the Town Centre is maintained.

5.6.2 In the Town Centre Zone :-

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

5.6.3 In the case of flat blocks :-

- (a) Communal open space for residents should not be unduly overshadowed by the blocks and should be laid out in a manner to provide for ease of maintenance.
- (b) Secluded sunny areas and shade should be provided by careful choice of planting.

(c) Storage for garden maintenance equipment, refuse disposal and fuel storage facilities, should be provided where appropriate.

(d) Car parking areas should be broken up by planting and located where they do not obtrude into the layout and yet provide for reasonable convenience for users.

5.7

ACCESS FOR THE DISABLED

5.7.1

All new buildings, i.e. buildings ordinarily used in whole or in part by the public, must comply with the standards set out in 'Access for the Disabled Minimum Design Criteria' National Rehabilitation Board Nov. 1988 and Part M of the Building Regulations 1991.

5.7.2

In the case of community centres and buildings which are commonly used by the disabled or old people for social purposes, the Planning Authority will require developers to incorporate provision for access for the disabled.

5.7.3

Sign plates advertising facilities available for the disabled will be required in these buildings where such facilities are provided.

5.7.4

It is the policy of the Planning Authority to dish footpaths at suitable locations and to ensure that private developers to do the same.

5.8

DESIGN OF NEW SHOPFRONTS

5.8.1

The design of new shopfronts should relate to the architectural characteristics of the building, of which it forms part. The Planning Authority will take into consideration the design guidelines in 'Shopfronts and Street scapes in County Wexford', Wexford County Council, 1990 and the following when deciding upon an application for permission for a new shopfront :-

5.8.2

Permitted or Encouraged

- (a) Retain elements of original shopfront.
- (b) Integration of new front with building as a whole.
- (c) Respect scale and proportioning of street scape
- (d) Break up long runs of horizontal facades by elevational modelling and vertical proportioning.
- (e) Use of fascias, pilasters and stall risers.
- (f) Provide stall riser at least 300-600mm high.
- (g) Corporate image must be compatible with buildings and street scape.

- (h) Use of traditional canopies (rectangular awnings).
- (i) Open security grilles only of design and colour compatible with the character of the individual buildings and street scapes.

5.8.3 Not Permitted

- (a) Painting over natural brick or stone on some buildings.
- (b) Large expanses of undivided glass.
- (c) Construction of fascias above the level of first floor window sills.
- (d) Obscuring, defacing of windows or other architectural details.
- (e) Use of public footpath for security stanchions, or roller shutter fixings.
- (f) Permanent removal of shopfront and creation of openings uncharacteristic of the street.
- (g) Direct trading to the pavement.
- (h) Use of plastic or dutch canopies over windows or doors.
- (i) Use of solid metal shutters or security grilles.
- (j) Use of plastic or aluminium except where it is treated in an appropriate colour and where it resembles traditional materials so closely as to be almost indistinguishable from them.

5.9 CONVENIENCE SHOPS

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

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

- 5.10.1 The structures referred to in this section include those structures listed in List 1, 2 & 3 in Part 4 of this Plan.
- 5.10.2 It is an objective of the Planning Authority to secure the preservation of the buildings or other structures specified in List 1.

- 5.10.3 It is the intention of the Planning Authority in the event of an application being made for permission to alter or demolish any of the buildings or other structures listed in List 2 to consider the preservation of such buildings or other such structures and to refuse permission where the Planning Authority decides such structures should be preserved.
- 5.10.4 Where an applications is received for permission to alter or demolish any building or other structure specified in this plan, consideration of the application will be based on the following :-
- (a) The age, architectural, physical design, value or the historic importance of the building or other structure.
 - (b) The state of repair of the building or other structure.
 - (c) The likely cost of repair, renovation or restoration, if any.
 - (d) Source of finance including funds from private, local, national and foreign sources for the preservation of such structures.
 - (e) The compensation liability, if any, likely to fall on the Planning Authority.
 - (f) The possibility of entering into agreement with property owners or other interested persons or bodies to secure the preservation of the structure and the financial implications of such measures.
- 5.10.5 In the case of structures or items of archaeological or historic interest which are currently undiscovered it will be the policy of the Planning Authority to ensure their protection pending archaeological investigation and preservation (if necessary), the Planning Authority will, and developers shall, have due regard to the 'Urban Archaeology Guidelines' for Planning Authorities, Developers and Archaeologists by the National Monuments Advisory Council - 1989 in ensuring the protection of these items.
- 5.11 ADVERTISING SIGNS AND STRUCTURES
- 5.11.1 Advertising in an area can detract from the amenities and can generate a traffic hazard.
- 5.11.2 Regard will be had to the following considerations in dealing with advertising signs and structures :-
- (a) Signs attached to buildings will be considered preferable to those on free standing hoardings.
 - (b) Signs will not be permitted if they compete with road signs or otherwise endanger traffic safety.
 - (c) Signs will not normally be permitted in residential areas.

- (d) Signs should not interfere with windows or other features of the facade or project above the skyline.
- (e) The size and scale of signs should not conflict with those of existing structures in the area.
- (f) The size and scale of signs should not detract from buildings and features of architectural, historic and scenic interest.
- (g) The proximity of the sign to the facility it is advertising.
- (h) Advertising panels larger than 3m. (10 ft.) by 2m. (6.3 ft.) will not normally be permitted. The granting of permission for larger panels for limited periods would be considered for certain purposes, e.g. where a sign would screen the view of an unattractive, derelict site or structure or other eyesore.
- (i) The use of internally illuminated plastic signs will be prohibited except where the highest possible design standards are achieved.

5.12

TOURIST ATTRACTION AND ACCOMMODATION SIGNS

5.12.1

With regard to signs advertising tourist facilities the Council's policy is to allow the erection of standardised signs by licence on the roadside margins in accordance with approved specifications. This policy of encouraging a colour coded system for tourist facilities will result in safer and more attractive roads, and which will be easily recognised by the visitor.

5.12.2

The standards that will apply are "Criteria For The Provision of Tourist Attraction and Accommodation Signs", County and City Managers Association and Board Failte Working Group, July, 1988.

5.13

INDUSTRY

5.13.1

Generally, an industrial development should present a pleasant aspect helped by tree planting, judicious location of storage areas and unobtrusive loading and parking areas.

5.13.2

In the case of development of two or more industrial buildings, a uniform design for boundary fences, roof profiles and buildings lines is essential. Areas between the buildings and the roads boundary may include car parking spaces provided an acceptable landscaping scheme is incorporated.

5.13.3

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

5.13.4

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

5.14 **COMMUNICATION ANTENNAE, T.V. AERIALS, SATELLITE DISHES AND WIRESCAPE**

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

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

5.15 **PETROL FILLING STATIONS AND SERVICE STATIONS**

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

5.15.2 The minimum visibility distances required for filling stations are outlined in Table 7 below :-

TABLE 7

**PETROL FILLING/SERVICE STATIONS
SIGHT DISTANCES FOR URBAN ROADS**

Speed	Minimum visibility distance Single Carriageway
40 km/p.h.	80 m
60 km/p.h.	120 m
80 km/p.h.	160 m
100 km/p.h.	280 m

5.15.3

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

- (a) (i) The centre island containing the pumps shall in no case be nearer than 7m. (22 ft.) from the edge of the road curtilage.
- (ii) The frontage of a filling station shall be at least 31m. (100 ft.) long.
- (iii) The width of the accesses shall be not less than 6m. (20 ft.) and not more than 9m. (30 ft.).
- (iv) The radii of the kerbs at the entrance and exits shall be not less than 10m. (35 ft.).
- (b) The minimum distance from the entrance (access way) to the nearest road junction shall be 50m. for major junctions or traffic lights and 25m. to a minor road junction.
- (c) The site shall be clearly demarcated from the public road with a low fence or wall at least 300mm. (12 in.) high which shall be constructed along all of the front boundary line except at driveway openings.
- (d) Service Stations will be required to provide adequate space, screened from general view, for parking vehicles being serviced.
- (e) Lights, signs and other appurtenances shall not be located where they cause glare hazard to public road users.
- (f) No advertisement or other obstruction, temporary or permanent shall be placed on the forecourt which would interfere with the sightlines of drivers.
- (g) All illumination on outdoor areas shall be shielded so as not to shine upon any property used for residential purposes.
- (h) Provision shall be made for the storage and removal of refuse and waste material.
- (i) A grease intercepting trap shall be provided to the requirements of the Planning Authority.
- (j) The surface of the forecourt shall be graded, surfaced with bitumen macadam, or other suitable material and drained to the satisfaction of the Planning Authority and maintained in that condition.
- (k) Planning permission for large filling stations in future will carry the stipulation that it will be necessary to provide sanitary convenience for public use.

5.16 **ROADS AND TRAFFIC**

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

5.17 **PARKING ACCOMMODATION**

- 5.17.1 In all developments, it will be the Planning Authority's policy to require the provision of accommodation for car parking within or close to the site of such development. The parking accommodation will be based on the extent to which the development in question is likely to give rise to a demand for additional parking space.
- 5.17.2 The basic dimensions required for the layout of car parking areas are outlined in Table 8 below :-

TABLE 8

CAR PARKING LAYOUTS

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

- 5.17.3 The car parking requirements which will be applied to the construction of new buildings, change of use or construction of extensions are outlined in Table 9. In the case of multiple use the parking requirements related to each use shall apply. In the case of development not covered by Table 9 the Planning Authority shall decide what requirements shall apply to those developments.

TABLE 9

PARKING STANDARDS

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

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

5.17.4

Where in a particular development, it would be impracticable or would not be in accordance with the proper planning and development of the area to provide a car park, the Planning Authority may, by conditions attached to permissions, modify the requirement for car parking facilities and require a contribution (as provided for in Section 26 of the Local Government (Planning and Development) Act, 1963) from the developer. This would be used towards the cost incurred by the Planning Authority in providing public parking facilities which would facilitate the development under consideration. The Planning Authority, taking into account the size, nature and location of the proposed development, may waive the requirement for a financial contribution in respect of the first two spaces of the overall parking requirement.

5.17.5

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

- (a) The required parking facilities shall be provided on the same site or convenient to the principal use served.
- (b) They shall be provided behind the established building lines and in such a way as to ensure that the amenities of the area are protected.
- (c) Adequate landscaping and tree planting must be provided to minimise the visual impact of the parking areas where it is visible from the public road.
- (d) Car parking associated with late night uses such as public houses, dancing and similar forms of entertainment or amusement, must be sited so as to reduce the level of noise disturbance to adjoining properties.
- (e) Parking facilities shall be designed so that each vehicle may proceed to and from the spaces provided for it without requiring the moving of any other vehicle.
- (f) Car parks including driveways shall be graded, surfaced with tarmacadam or other suitable material and be drained and properly maintained.
- (g) Surface water shall not be discharged onto the public road.
- (h) Car parks shall be kept clean and free from rubbish and debris.
- (i) Car park bays shall be clearly marked and the markings shall be maintained so as to be visible.

5.18

LOADING AND UNLOADING

5.18.1

In all development of an industrial or commercial nature, developers will be required to provide loading and unloading facilities sufficient to meet the likely demand of such development. Off-street loading facilities shall be designed to conform to the following requirements and are in addition to the parking requirements outlined in Table 9 :-

- (a) Each required space shall be not less than 3.6m (12 ft) wide, 6m (20 ft) long, 4.3m (14 ft) high, exclusive of drives and manoeuvring space and located entirely on the site being served.
- (b) Loading spaces may be enclosed within a structure and must be so enclosed if the proposed development which involves regular night operation is located within 15m (50 ft) of the curtilage of a residence.
- (c) There shall be appropriate means of access to a street or road as well as adequate manoeuvring spaces.
- (d) The maximum of driveway opening at the street boundary shall be 6m (20 ft) and the minimum width shall be 3.6m (12 ft).
- (e) Fuel oil loading points shall be carefully sited to avoid obstruction to traffic or pedestrians.

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

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

5.19 SECURITY BONDS

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

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

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

5.20 DEVELOPMENT CHARGES

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

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

PART FOUR

DEVELOPMENT OBJECTIVES

CHAPTER 6

DEVELOPMENT OBJECTIVES

6.1

INTRODUCTION

6.1.1

This part of the Plan includes a detailed listing of development or specific objectives to be initiated during the next five year period and other medium and long term objectives in order to ensure that their eventual implementation is not prejudiced by development in the short term. Under Section 22 of the 1963 Act, the Planning Authority has a duty to take the necessary steps for securing these objectives. There must be, accordingly, a realistic prospect of achieving these objectives with the manpower and financial resources available to the Planning Authority. It is therefore essential that there is rigorous assessment of their feasibility particularly in the current economic climate. Such a rigorous assessment is difficult to achieve. It is therefore intended to limit the number of objectives to those which would seem to be most achievable given local authority finances and those which can be achieved in co-operation with the community on a self-help basis. The aim is as always to make Wexford a more attractive place to live, work and play and an input from the community can only have beneficial affects in the achievement of this overall aim.

6.1.2

The development objectives of the Planning Authority are shown on the Objective Map and are set out in this part of the Development Plan. The objectives in the 1984 Wexford Development Plan have been reviewed and appropriate alterations made where considered necessary. Changes occur where the objectives have been modified, where objectives have been achieved and where new objectives have been added. Where development objectives to carry out particular works were listed in the 1984 Plan and do not reappear it can be assumed that these objectives have been realised or that their inclusion is no longer deemed necessary.

6.1.3

The location of the development objectives are shown on the Objectives Maps of the Development Plan. The maps illustrate planning policy and indicate the general location of the objectives. As site details are not shown, the maps should not be used to take measurements.

6.1.4

In particular it should be noted that the road proposals are shown by appropriate route lines which indicate the lengths of road for which improvements are envisaged. The width of the routes or the amount of ground which may be required for improvements, kerb realignment, junction or interchanges is not indicated. The listing of any particular route or section of route or other specific objective shall not preclude the Local Authority from undertaking any works not referred to in the Plan for which the necessary capital assistance is forthcoming from Central Government or other sources.

6.1.5

The precise effect of public proposals on property and the extent of land acquisitions required to enable these proposals to be implemented will only emerge as detailed designs are prepared as part of the implementation process. Should any conflict arise between the written statement and the plan, the written statement will prevail. Prior to the preparation of detailed plans, developers are advised to consult with the Planning Authority.

6.1.6

The execution of these objectives is contingent upon the availability of public monies.

6.1.7

Objectives indicated with an asterisk relate to those exclusively or partly within the area of the Municipal Borough. The objectives are indicated with map references. Map 2 relates to the Development Objectives Map and TDM relates to the Town Detail Maps.

6.2

ROADS AND TRAFFIC

T1

Improve junctions and channelise traffic flow where appropriate at the locations specified below. In carrying out these improvements the Planning Authority will protect the existing fabric of the town.

- *Hill Street/Spawell Road at Glens Terrace (TDM 1)
- *Carrigeen Street/Grogan's Road/Roche's Road at Dempsey's Terrace (TDM 3)
- *Slaney Street/Temperance Row at Westgate (TDM 1)
- *High Street/Mary Street at the Friary (TDM 2)
- *Coolcots Lane/Belvedere Road at the Green (Map 1)
- *Bride Street/South Main Street (TDM 3)
- *Faythe Lane/Mulgannon Road/Mill Road (TDM 5)
- *Redmond Road/Boat Club access - in conjunction with removal of old bridge by C.I.E. (TDM 1)
- *Pike Corner (TDM 3)

T2

Reconstruct, realign, improve and upgrade, roads and streets, provide footpaths and improve junctions in order to safeguard the free flow of traffic and road safety, particularly at:-

- *Belvedere Road (TDM 2)
- *Distillery Road/Duncannon Road (TDM 4, 5 & Map 2)
- Hospital Road (Map 2)
- Coolcots Lane (Map 2)

- Clonard Road (TDM 2 and Map 2)

- T3 Complete the Northern extension of the Inner Relief Road between Coolcots Lane and Newtown Road (First Stage), (Map 2)
- and
- T4 between Newtown Road and Enniscorthy Road (Later Stage) (Map 2)
- T5 Reserve Line for Link Road between Duncannon Line, Clonard Road and Coolcots Lane. (Map 2)
- T6 Reserve line for Link road between Coolcots Lane and the neighbourhood centre at Townparks (Map 2)
- T7 Continue investigation into new road access off Enniscorthy Road to facilitate sporting developments at Carcur and Park. (Map 2)
- T8* Reserve lands and make provision for new road link between Spawell Road and Redmond Road (TDM 1)
- T9* Reserve line for link road through Whitewell to provide relief for Mulgannon Road. (TDM 5).
- T10* Carry out improvements to the existing pedestrianised streets to include variation in the texture and character of the surface and provision of street furniture. (TDM 3)
- T11* Reserve access from Davitt Road and Francis Street to lands at Hollyville (TDM 3)
- T12* Investigate the improvement of traffic route and flows from Maudlintown to Wygram via The Faythe, Faythe Lane, Joseph Street, Roche's Road, School Street and John Street (Later Stage) (TDM 1, 2, 3 5)
- 6.3 CAR PARKING
- T13* Provide limited car parking along the Quays from the Crescent to the New Bridge and at the Talbot Hotel (in conjunction with the Wexford Main Drainage Scheme - this will incorporate amenity schemes). (TDM 1 & 3)
- T14* Provide car parking facilities in the Redmond Square Designated Area, on Redmond Road and at King Street in conjunction with development of the site. (TDM 1 & 5)
- T15* Investigate the provision of multi level car parking facilities at Church Lane and Crescent Quay car park. (TDM 2 & 3)

6.4 HOUSING

- H1* Complete housing at Talbot Green (TDM 2)

- H2* Reserve existing open field at "Holyville/College View Park for housing and reserve access from both Davitt Road South and Frances Street. (TDM 2)
- H3* Continue to develop backlands at John Street for housing. (TDM 1)
- H4* Develop land for housing at Westlands. (TDM 2)
- H5 Provide public housing at Townparks (Stages 6 & 7) (Map 2)
- H6 Provide public housing at Carricklawn (Later Stage) (Map 2)
- H7 Continue the provision of housing on Corporation land at Walnut Grove. (Map 2)

6.5 NEIGHBOURHOOD CENTRES, COMMUNITY AND EDUCATIONAL FACILITIES

- C1 Develop site for neighbourhood centre incorporating shops, religious and community facilities with the co-operation of respective Local Authorities at Carricklawn (later stage) (Map 2)
- C2 Allocate site for development of Primary School at Carricklawn (Later Stage). (Map 2)
- C3 Allocate site for development of school or appropriate community facilities at Park (Later Stage). (Map 2)
- C4* Facilitate the provision of pedestrian access from George's Street to Vocational School through amenity area along Town Wall and for vehicular access to the V.E.C. property through Croke Avenue and/or John Street. (TDM 1)
- C5* Provide a new Fire Station and County Civil Defence Headquarters with the co-operation of the appropriate Local Authorities on a suitable site. (No map reference)

6.6 URBAN RENEWAL AND REDEVELOPMENT

- R1* Development of environmental improvements to include tourist facilities, new commercial and residential development of town centre area - Westgate Tower and Museum Town Wall Walk, Selskar Abbey, Redmond Square, Cornmarket, etc. Upgrading of street furniture, (including provision of Automatic Public Conveniences) paving and open spaces. Integrated traffic management. This will be carried out by both public and private sector. (TDM 1, 2 & 3)
- R2* Redevelopment of back lands behind John Street and Hill Street and rear of Abbey cinema to include replacement of Croke Avenue, provision of housing and amenity open space. (TDM 1)
- R3* Prepare and undertake an action plan for the surfacing of narrow laneways in the Borough and utilisation as pedestrian routes and lighting of routes and encouragement of their development for shopping use. (No map reference)

R4* Carry out environmental improvements to the Church Lane and at Crescent Quay carpark by encouraging adjacent property owners to face new development on to these areas. (TDM 1 & 3)

R5* Encourage the redevelopment of derelict and vacant sites on the Redmond road in the vicinity of the timberyard for residential purposes. (TDM 1)

6.7 SANITARY AND ENVIRONMENTAL SERVICES

S1 Implement Stage 1 of the Fardystown Regional Water Supply Scheme so as to provide an improved water supply for Wexford Town. (No map reference)

S2 Provide secondary storage facilities for Wexford Town Water Supply. This will be carried out in conjunction with the Fardystown Scheme. (No map reference)

S3* Implement Stage 1 of the Wexford Main Drainage Scheme which will include the replacement and improvement to the sewer network interceptor sewer, pumping stations, treatment and sea outfall. (No map reference)

6.8 RECREATIONAL OPEN SPACE AND AMENITIES

A1* Provide, in conjunction with Wexford Main Drainage Scheme, berthing facilities and boat slip, water sports facilities, limited car parking facilities and general landscaping at the Crescent and along the Quay to the New Bridge, (including board walk, cobblelock paving, lighting). The overall effect will have an nautical ambience. (TDM 1 & 3)

A2* Continue to improve facilities at Redmond Park. (TDM 1)

A3* Continue to develop land at Trespan Rock as recreation amenity area in accordance with Advisory Report by An Foras Forbartha (February 1987). Reserve parts of the area for natural interests studies. (TDM 5 and Map 2)

A4 Develop the Carcur Site to provide amenity open space and recreational facilities and provide comprehensive landscaping particularly along Enniscorthy Road. (Map 2)

A5 Investigate the establishment of a major regional sports and a recreational complex at Carcur and Environs. (Map 2)

A6 Encourage the establishment of Wexford Racecourse as a sporting and recreational centre. (Map 2)

A7 Improve local amenity park at Townparks on Belvedere Road. (TDM 2)

A8 Provide local amenity open space at Townparks (Stage 6 & 7) (Map 2)

A9* Maintain grass area, carrying out tree planting and renew/redesign play area and equipment at Maudlintown Green. (TDM 5)

- A10* Provide amenity open space at Bishopswater and Whitemill South. (TDM 4 and Map 2)
- A11* Develop area between Wellington Place and the Bridge as small riverside park. (TDM 1)
- A12* Co-operate with C.I.E. to clean up and landscape the railway embankment at Maudlintown. (TDM 5 and Map 2)
- A13* Provide amenity area and footpaths on land between the cinema and town wall at George's Street. (TDM 1)
- A14 Provide local amenity facilities at Kings Street in conjunction with development of the site (See also T13) (TDM 3)
- A15* Preserve the Ballast Bank for a tourist or civic feature. (TDM 3)
- A16* Tidy up and open up for public use, the old graveyards as Gardens of Remembrance, to retain trees, where practicable, and carry out supplementary planting at:-
- St. Selskar's (TDM 1)
 - St. John's (TDM 2)
 - St. Patrick's including refurbishment of Church Ruin. (TDM 3)
 - St. Mary's (TDM 3)
 - St. Michael's (TDM 3)
- A17* Reserve footpath access to Trespan Rock from Maudlintown, Mulgannon Road (at Nunn's) and from Bernadette Place. (TDM 5)
- A18* Provide Town Wall Walk (public right of way) along the Old Town Walls from Westgate to George's Street and to investigate and provide where feasible, a public right-of-way along the remainder of the Wall. This will include cobbling the route of the wall at street crossings. (TDM 1, 2, & 3)
- A19* Provide footpath links and to reserve access, where appropriate, from Belvedere Road to St. John's Road. (TDM 2)
- A20* Provide footpath links and to reserve access, where appropriate, (i) from Spawell Road to Redmond Road and (ii) from Hill Street and Parklands to Redmond Park. (TDM 1)
- A21* Continue improvements to Keyser's Lane to provide access to Town Centre. (TDM 3)
- A22 Provide amenity walk along Farnogue Stream from Newtown Road to Hospital Road and extend it to Carcur and Farnogue Terrace. (Map 2)
- A23 Provide amenity river walk and provide landscaping along Ballygboggan Stream. (Map 2)

A24

Carry out tree planting at:-

- Along the approach road at Park and Carcur and create an avenue of trees. (Map 2)
- Pinewood Estate (adjacent to Distillery Road) (Map 2)
- Cul de sac at Avondale Drive (TDM 4)
- Junction of Clonard Avenue and White Mill Road (TDM 4)
- Talbot Green. (TDM 3)

A25

The following trees are of special amenity value and their preservation is an objective of the Planning Authority. It is intended to make Tree Preservation Orders, subject to survey, in respect of the following trees or groups of trees at:-

Trees in grounds of Park House (Map 2)

Trees in grounds of Carcur House (Map 2)

Trees opposite Park House Lodge (Map 2)

Trees around Carrigruadh and at The Grove (Map 2)

Trees at Cromwell's Fort. (TDM 5)

A26

Protect incidental seaward views and vistas which are of special amenity value. (TDM 1 & 3)

A27

Investigate the protection and improvement of the amenity of the approach road to the town - this will include the control of development along these routes, encouraging the clearing of unsightly areas providing amenity improvement and including landscaping. (Map 2 and TDM 4)

6.9

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

6.9.1

It is an objective of the Planning Authority to secure the preservation of buildings, and structures or features of architectural, artistic or historic interest listed in List 1.

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

6.9.2

It is an objective of the Planning Authority to protect the buildings or structures of artistic, architectural or historic interest listed in List 2. Protection in this context means the Planning Authority will consider the preservation of the buildings or other structures listed in the event of an application for

permission being made to alter or demolish such buildings or structures. The Planning Authority will have regard to the artistic, architectural or historic interest, the design, quality and character or surrounding development and the condition of the structure when deciding such applications.

6.9.3

The listing includes the items specified, e.g. facade, elevation, shopfront etc. and where no such specification is made the listing shall include the whole envelope of the building/structures listed.

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

6.9.4

Important buildings or other structures of artistic, architectural or historic interest in the ownership of, or occupied by the state or Local Authorities are listed in List 3. In the event of any of these buildings or other structures being transferred to private ownership or occupation it will be the objective of the Planning Authority to secure their preservation.

6.9.5

Under Section 84 of the 1963 Act, the relevant State Authority is required to consult with the Planning Authority in regard to development proposals (other than a change of use) materially affecting a building or other structure in List 3.

6.9.6

The buildings or other structures listed in Lists 1, 2 and 3 are indicated on the Development Objectives Maps accompanying this Plan.

LIST 1

**BUILDINGS OR OTHER STRUCTURES OF ARTISTIC ARCHITECTURAL
OR HISTORIC INTEREST FOR PRESERVATION**

NO.	BUILDING/STRUCTURE	LOCATION	GRADE
1	St. Iberius Church	Nth. Main St.	N
2	Former National Bank (east facade)	Custom Hse Quay	R
3	Wexford Credit Union (east/north facades)	Custom Hse. Quay	N
4	Presbyterian Church	Anne Street	R
5	Former Bank of Irl. (east & south facade)	Crescent Quay	N
6	Former Ballast Office (east facade)	Crescent Quay	R
7	Church of the Assumption	Bride Street	N
8	Convent of St. Marie Reporatrix (west & north facades)	Bride Street	R
9	Church of the Immaculate Conception	Upper Rowe St.	N
10	Franciscan Church	Francis Street	N
11	Franciscan Library (north & south facades)	Francis Street	R
12	Franciscan Friary (north & south facades)	Francis Street	R
13	Presbytery (east facade)	School Street	R
14	The Town Wall	From Westgate St. to King Street.	R
15	St. Peters College -	Summerhill Road	
	Original House (east & south facade)		R
	First School Building (east & west facade)		N
	Chapel (east south & north facade)		N
	1938 range (east facade)		R
	Cloisters (north east & south facades)		R
16	Park Cottage (east elevation)	Ballyboggan	N

N - National Importance
R - Regional Importance
L - Local Interest

LIST 2

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

NO.	BUILDING/STRUCTURE	LOCATION	GRADE
17	No. 11 (Doorcase)	Selskar St.	L
18	'R. Whelan', No. 96 (upper facade & shopfront)	Nth. Main St.	R
19	'Greenacres' (upper facade & shopfront)	Nth. Main St.	R
20	'Jolie' No. 77 (upper facade & shopfront)	Nth. Main St.	L
21	Y.M.C.A. (east facade)	Nth. Main St.	R
22	Allied Irish Bank (4 storey building-west facade)	Nth. Main St.	R
23	No. 19 (Shopfront)	Nth. Main St.	R
24	House on south corner of Anne Street. (excluding shopfront)	Sth. Main St.	L
25	'Simons Place' (upper facade & shopfront & facade on to Henrietta Street)	Sth. Main St.	L
26	'Andy Kinsella' No. 79 (upper facade & shopfront)	Sth. Main St.	R
27	No. 86 (upper facade & shopfront)	Sth. Main St.	L
28	'Heffernans' (upper slate hung facade & facade to Peter Street)	Sth. Main St.	L
29	'Cullimore' No. 16 (upper facade)	Sth. Main St.	R
30	'Mechanics Institute' (facade, excluding attic)	Sth. Main St.	L
31	Iberius House (facade to quay & to Common Quay Street)	Commercial Quay St.	L
32	Nos. 1 & 2 (slate hung houses, north facade)	Crescent Quay	R
33	Warehouse behind Quay	Paul Quay	R
34	Gothic Tower (at rear of Wexford Farmers Co-op yard)	Parnell Street	R
35	Mount Folly (west facade)	Faythe Lane	R
36	Maltstore	King St. Upper	R
37	House on north side (south facade)	Allen Street	R

LIST 2 (Contd.)

NO.	BUILDING/STRUCTURE	LOCATION	GRADE
38	Nos. 1, 3, 5, 7, 9, 11 (north facades)	Rowe St. Lower	R
39	Former Wesleyan Church (south & west facades)	Rowe St. Lower	R
40	Terrace of 5 houses (north facades)	Rowe St. Upper	R
41	North side houses Nos. 4,6,10,14,16,18,20 & 24 (south facades)	Georges St. Lr.	L
42	North side houses Nos.8 & 22 (south facades)	Georges St. Lr.	R
43	South side houses Nos.7,9,11 & 13 (north facades)	Georges St. Lr.	L
44	No. 1 (doorcase)	Georges St. Up.	L
45	Lancaster House (west facade & porch)	School Street	R
46	No. 30 & 40 (doorcases)	Abbey Street	L
47	Weston (south facade)	Westgate Street	L
48	Dunluce (north facade)	Westgate Street	R
49	Glena Terrace (south facades)	Spawell Road	R
50	Tivoli Terrace (south facades)	Spawell Road	R
51	Former lodge to Ardara (now Clifton)	Spawell Road	R
52	Ardruah	Spawell Road	R
53	Richmond Terrace (south facades)	Spawell Road	R
54	Auburn Terrace (north facades)	Redmond Road	R
55	St. Ibars Villas (north facades)	Newtown Road	R
56	St. John of God (building built in 1881)	Newtown Road	L
57	St. Ibars Villas (south facade)	Belvedere Road	L
58	Belvedere House (north facade)	Belvedere Road	L
59	Summerhill House	Summerhill	R
60	Paupers Graveyard	Coolcotts Lane	L
61	Cromwellsfort House (north elevation excluding three urns)	Cromwellsfort	R

LIST 3

IMPORTANT BUILDINGS OF ARTISTIC, ARCHITECTURAL OR HISTORIC
INTEREST IN THE OWNERSHIP OR OCCUPIED BY
THE STATE OR LOCAL AUTHORITIES

NO.	BUILDING/STRUCTURE	LOCATION	GRADE
62	Wexford Arts Centre (excluding the infill in the arches and the extension to the north)	Cornmarket	N
63	Selskar Abbey (Medieval buildings & ruined church)	Temperance Row	N
64	Medieval Gatehouse & wall	Westgate Street	N
65	Former stabling - beside medieval gatehouse	Westgate	L
66	County Hall & old Jail	Spawell Road	R
67	Wexford Corporation Buildings	Wygram	R
68	St. Michaels Graveyard	Kevin Barry St.	R
69	St. Johns Graveyard	Johns Gate St.	R
70	St. Patricks Church & Graveyard	Patricks Square	R
71	St. Marys Graveyard	St. Marys Lane	L
72	St. Selskars Graveyard	Selskar	L
73	Statue of the Wexford Pikeman	Bullring	R
74	John Barry Monument	Crescent Quay	N
75	Redmond Monument	Redmond Place	R
76	Vallotin Monument	Newtown Road	R
77	Granite Obelisk	The Green	L
78	Post Office (south facade)	Anne Street	R
79	Garda Station (west facade)	Roches Road	R
80	Corporation Newmarket	Bullring	R

LIST 1

BUILDINGS OR OTHER STRUCTURES OF ARTISTIC ARCHITECTURAL
OR HISTORIC INTEREST FOR PRESERVATION

NO.	BUILDING/STRUCTURE	LOCATION	GRADE
1	St. Iberius Church	Nth. Main St.	N
2	Former National Bank (east facade)	Custom Hse Quay	R
3	Wexford Credit Union (east/north facades)	Custom Hse. Quay	N
4	Presbyterian Church	Anne Street	R
5	Former Bank of Irl. (east & south facade)	Crescent Quay	N
6	Former Ballast Office (east facade)	Crescent Quay	R
7	Church of the Assumption	Bride Street	N
8	Convent of St. Marie Reporatrix (west & north facades)	Bride Street	R
9	Church of the Immaculate conception	Upper Rowe St.	N
10	Franciscan Church	Francis Street	N
11	Franciscan Library (north & south facades)	Francis Street	R
12	Franciscan Friary (north & south facades)	Francis Street	R
13	Presbytery (east facade)	School Street	R
14	The Town Wall	From Westgate St. to King Street.	R
15	Medieval Gatehouse	Westgate Street	R
16	St. Peters College -	Summerhill Road	
17	Original House (east & south facade)		R
	First School Building (east & west facade)		N
	Chapel (east south & north facade)		N
	1938 range (east facade)		R
	Cloisters (north east & south facades)		R
18	Park Cottage (east elevation)	Ballyboggan	N

N - National Importance
R - Regional Importance
L - Local Interest

LIST 2

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

NO.	BUILDING/STRUCTURE	LOCATION	GRADE
1	No. 11 (Doorcase)	Selskar St.	L
2	'R. Whelan', No. 96 (upper facade & shopfront)	Nth. Main St.	R
3	'Greenacres' (upper facade & shopfront)	Nth. Main St.	R
4	'Jolie' No. 77 (upper facade & shopfront)	Nth. Main St.	L
5	Y.M.C.A. (east facade)	Nth. Main St.	R
6	Allied Irish Bank (4 storey building-west facade)	Nth. Main St.	R
7	No. 19 (Shopfront)	Nth. Main St.	R
8	House on south corner of Anne Street. (excluding shopfront)	Sth. Main St.	L
9	'Simons Place' (upper facade & shopfront & facade on to Henrietta Street)	Sth. Main St.	L
10	'Andy Kinsella' No. 79 (upper facade & shopfront)	Sth. Main St.	R
11	No. 86 (upper facade & shopfront)	Sth. Main St.	L
12	'Heffernans' (upper slate hung facade & facade to Peter Street)	Sth. Main St.	L
13	'Cullimore' No. 16 (upper facade)	Sth. Main St.	R
14	'Mechanics Institute' (facade, excluding attic)	Sth. Main St.	L
15	Iberius House (facade to quay & to Common Quay Street)	Commercial Quay St.	L
16	Nos. 1 & 2 (slate hung houses, north facade)	Crescent Quay	R
17	Warehouse behind Quay	Paul Quay	R
18	Gothic Tower (at rear of Wexford Farmers Co-op yard)	Parnell Street	R
19	Mount Folly (west facade)	Faythe Lane	R
20	Maltstore	King St. Upper	R
21	House on north side (south facade)	Allen Street	R

LIST 2 (Contd.)

NO.	BUILDING/STRUCTURE	LOCATION	GRADE
22	Nos. 1, 3, 5, 7, 9, 11 (north facades)	Rowe St. Lower	R
23	Former Wesleyan Church (south & west facades)	Rowe St. Lower	R
24	Terrace of 5 houses (north facades)	Rowe St. Upper	R
25	North side houses Nos. 4,6,10,14,16,18,20 & 24 (south facades)	Georges St. Lr.	L
26	North side houses Nos.8 & 22 (south facades)	Georges St. Lr.	R
27	South side houses Nos.7,9,11 & 13 (north facades)	Georges St. Lr.	L
28	No. 1 (doorcase)	Georges St. Up.	L
29	Lancaster House (west facade & porch)	School Street	R
30	No. 30 & 40 (doorcases)	Abbey Street	L
31	Weston (south facade)	Westgate Street	L
32	Dunluce (north facade)	Westgate Street	R
33	Glena Terrace (south facades)	Spawell Road	R
34	Tivoli Terrace (south facades)	Spawell Road	R
35	Former lodge to Ardara (now Clifton)	Spawell Road	R
36	Ardruah	Spawell Road	R
37	Richmond Terrace (south facades)	Spawell Road	R
38	Auburn Terrace (north facades)	Redmond Road	R
39	St. Ibars Villas (north facades)	Newtown Road	R
40	St. John of God (building built in 1881)	Newtown Road	L
41	St. Ibars Villas (south facade)	Belvedere Road	L
42	Belvedere House (north facade)	Belvedere Road	L
43	Summerhill House	Summerhill	R
44	Paupers Graveyard	Coolcotts Lane	L
45	Cromwellsfort House (north elevation excluding three urns)	Cromwellsfort	R

LIST 3

**IMPORTANT BUILDINGS OF ARTISTIC, ARCHITECTURAL OR HISTORIC
INTEREST IN THE OWNERSHIP OR OCCUPIED BY
THE STATE OR LOCAL AUTHORITIES**

NO.	BUILDING/STRUCTURE	LOCATION	GRADE
1	Wexford Arts Centre (excluding the infill in the arches and the extension to the north)	Cornmarket	N
2	Selskar Abbey (Medieval buildings & ruined church)	Temperance Row	N
3	Medieval Gatehouse & wall	Westgate Street	N
4	Former stabling - beside medieval gatehouse	Westgate	L
5	County Hall & Old Jail	Spawell Road	R
6	Wexford Corporation Buildings	Wygram	R
7	St. Michaels Graveyard	Kevin Barry St.	R
8	St. Johns Graveyard	Johns Gate St.	R
9	St. Patricks Church & Graveyard	Patricks Square	R
10	St. Marys Graveyard	St. Marys Lane	L
11	St. Selskars Graveyard	Selskar	L
12	Statue of the Wexford Pikeman	Bullring	R
13	John Barry Monument	Crescent Quay	N
14	Redmond Monument	Redmond Place	R
15	Vallotin Monument	Newtown Road	R
16	Granite Obelisk	The Green	L
17	Post Office (south facade)	Anne Street	R
18	Garda Station (west facade)	Roches Road	R
19	Corporation Newmarket	Bullring	R