



DEVELOPMENT PLAN
FOR
WEXFORD TOWN AND ENVIRONS
1984

Made under the Local Government (Planning & Development) Acts, 1963 to 1983

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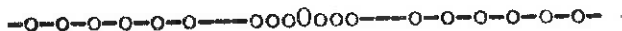


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PART ONE

INTRODUCTION, AIMS AND ISSUES.

CHAPTER 1.

INTRODUCTION.

- 1.1 The Development Plan should contain realistic proposals for the co-ordination of the future provision of public and social services for the guidance and encouragement of private investment. The Plan provides a comprehensive survey of planning policy to ensure the orderly development of the area so that new development is of good quality and takes due account of surrounding properties. Additionally the Development Plan identifies and proposes policies to deal with environmental, physical and social problems in so far as they are amenable to remedy by good planning.
- 1.2 The purpose of planning generally is to guide and direct future development in the interests of the common good. Ideally, implementation of plans should not be confined to restrictions and controls. There should be a positive approach to facilitate development in the right locations, to encourage good design and layout and to ensure that services are available when required.
- 1.3 Planning is a continually changing process where each decision affects others. The Development Plan must be clearly recognised as the vehicle by which development in the area will be positively influenced in the coming years. In addition the situation on the ground is continually changing, there is a need for continuous survey work to ensure that the planning objectives are in line with community needs.
- 1.4 Under the Local Government (Planning & Development) Act, 1963 each Local Planning Authority is obliged to adopt a Development Plan for its administrative area, and is required to review the proposals and objectives of the Plan at least once every five succeeding years.

WEXFORD TOWN DEVELOPMENT PLAN:

- 1.5 The Development Plan for the Municipal Borough of Wexford was last reviewed in November, 1972 and extended to November, 1978. During the six years which have elapsed, many changes have taken place on a national, regional and local basis; the basic ideas and benefits of planning have become increasingly understood and accepted. For example, the benefits of nucleation in

strengthening the social and economic structure, attracting industrial development and reducing emigration have been realised; while the social and economic drawbacks of ribbon and sporadic development have been recognised. In addition, the Local Authority's role in preserving and enhancing the natural heritage and environment for the use and enjoyment of the general public has emerged. This review seeks to consolidate the achievements of the past five years and to set out policies and proposals up to 1989 which take into account the changed economic and social climate in the County as a whole and the greater environmental concern and awareness of the ordinary citizen.

THE WRITTEN STATEMENT:

- 1.6 The Written Statement for this Development Plan sets out the future planning strategy, providing for the continued expansion of Wexford town. Its land use zoning provisions have been extended to include the areas surrounding the Municipal Borough in order to co-ordinate 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.
- 1.7 The Development Plan forms a positive approach toward future development and is part of the whole planning process; its administration is achieved through development control procedure (by each Planning Authority within its own area), as well as by positive action, such as the acquisition and development of land by each of the Local Authorities.

DEVELOPMENT PLAN:

- 1.8 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) Objectives.
- 1.9 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 1991.

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

- 1.10 In respect of the accompanying maps, certain notations are diagrammatic and do not show precise locations nor dimensions, particularly roads. The Land Use Zoning Map indicates predominant uses proposed for certain areas; existing uses which do not conform to such proposals will not necessarily be disturbed. In areas not shown by any notation, the existing land users are intended to remain for the most part, undisturbed.

DEVELOPMENT AREAS:

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

- (i) Wexford Municipal Borough - (562 acres) under the Corporation's administrative jurisdiction

This area is already largely developed, with the exception of a few small pockets of backlands.

- (ii) Coolcots Development Area - (approx. 1,100 acres) under the County Council's administrative jurisdiction

This is a well-defined drainage area to the west of the existing Municipal Borough, of sufficient area (incorporating some 780 acres of, as yet, undeveloped land) to fulfil the future population and employment land use needs of the expanding town up to 1991.

It incorporates all or part of the following townlands:-

Park (pt.)	Carricklawn	Whitemill North (pt.)
Ballyboggan (pt.)	Coolcots (pt.)	Whitemill South (pt.)
Stoneybatter	Townparks (pt.)	Clonard Little (pt.)
		Knockcumshin (pt.)

HISTORICAL BACKGROUND:

- 1.12 Wexford's earliest origins date from the Firbolg, after whose leader, Sláinge, the Slaney is named; the town's other name "Menapia" dates from Ptolemy, the great Alexandrian geographer (150 A.D.). It was the mid-ninth century colonisation by the Vikings which has had the most lasting effect upon the town, not only in its present name, an anglicisation of "Waisfjord", but also in the existing network of narrow

winding streets with lanes running to the Quays. In the 12th Century, the town was conquered by the Normans, to whom the town's coat-of-arms of three blazing ships is attributed, while the old fortifying town wall, which was built by them in 1200 A.D., the line of which remains for the most part intact as another physical reminder of Wexford's links with the past. Westgate Tower is the only remaining fortified gateway of the original five, and it stands adjacent to the 12th Century Augustinian Selskar Abbey in which Henry II, King of England, did Lenten penance for the murder of Archbishop Thomas à Beckett. In the 1400's there was a strong Gaelic revival and by the mid-16th Century Wexford was a prosperous market town. In 1641 the town allied itself to the Confederation of Kilkenny and its portal facilities became very important as a munitions depot, owing to its contacts with the Continent, until its capture and carnage by Cromwell in 1649. Tradition indicated the Bull Ring as the scene of the fiercest massacre of non-combatants. In 1690 the town was abandoned by the Williamites to be taken by King James II's supporters, and it remained an English garrison town until 1922. There was only a short-lived "break" of British rule during the 1798 Rebellion when the garrison fled to Duncannon, but later to return seeking bloody reprisal. During the latter months of the First World War, Wexford was an American Naval Air Base. After 700 years of chequered history, the town was finally independent in 1922.

LOCATION AND COMMUNICATIONS:

1.13 The town of Wexford is sited on the right 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 to Dublin (86 miles) via Enniscorthy (14 miles), Gorey (32 miles) and other East coast urban centres.
- N.25 National Primary to Rosslare Harbour (12 miles) and to Cork (115 miles) via New Ross (24 miles) and Waterford (39 miles).
- R.4 (Regional Road classification) to Gorey (27 miles).
- R.16 - 17 to Duncannon (25 miles) and the Hook Area.

- 1.14 In addition, the railway line from Rosslare Harbour to Dublin passes through the town, with connection to Waterford, Limerick and Cork; while the proximity of the Fishguard and Continental Ferries at Rosslare Harbour and a licensed airfield at Castlebridge (5 miles) further add to the attractiveness of the town's communications network.

FORM OF BUILT-UP AREA:

- 1.15 The town has developed in a N.W. - S.E. linear pattern along the bank of the River Slaney, with North and South Main Streets and School St./John St. running parallel to the Quays and Waterfront and a network of E. - W. cross-routes being 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.
- 1.16 This older built-up area forms the town centre in which the bulk 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.
- 1.17 The town remained very compact in form until recent decades when the built-up area expanded laterally in a great wedge-shape to the south-west including the residential areas of Slippery Green and Bishopswater, Corish Park, Pinewood, Beechlawn, Belvedere Grove, Meadowlands and the Industrial Estate. 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 newly-serviced Coolcots area immediately to the west of the main built-up area (and the Municipal Borough Boundary). These will help 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. Coolcots and Carricklawn.

FUNCTION:

- 1.18 Wexford town is the largest in the County and 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.

- 1.19 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.

CHAPTER 2.

AIMS AND OBJECTIVES.

2.1 AIMS OF THE PLAN:

- A. To improve the living environment for 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:

Basically the objectives state what the plan is intended to do and have evolved from the major issues and problems previously identified. The Planning Authority has certain objectives in mind in preparing the Development Plan and it is believed that these reflect the wishes of the local community. The validity of the objectives will be tested at the next stage of the Planning process, i.e. public participation.

A. EMPLOYMENT:

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

B. HOUSING:

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

C. PHYSICAL ENVIRONMENT:

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

D. BUILT ENVIRONMENT:

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

E. SHOPPING:

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

F. TOURISM:

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

G. RECREATION AND COMMUNITY SERVICES:

- (i) To ensure that optimum use is made of services and facilities available.

- (ii) To obtain improvement and extension of recreational provision and to encourage better management and utilisation of existing facilities.

H. ROADS AND TRAFFIC:

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

CHAPTER 3.

SURVEY AND DEVELOPMENT ISSUES.

- 3.1 Apart from basic demographic changes no further socio-economic information is available as yet from the 1981 Census of Population. This chapter, therefore, attempts to outline the basic issues relevant to the future development of Wexford based on previous survey data and information and problems which came to light during the implementation of the 1978 Development Plan.
- 3.2 Population The 1981 Census of Population recorded 15,364 persons in Wexford and its Environs, of which 11,417 persons resided in the Municipal Borough. This represented an increase of 2,009 persons between 1971 and 1981. The greater part of this increase occurred in the Environs of Wexford, which showed a percentage increase of 162% in the intercensal period while the population of the Municipal Borough declined by 3.6% over the same period.
- 3.3 The land use requirements for Wexford Municipal Borough and its environs are based upon an anticipated increase in population, from its present level of 15,000 - 16,000 to 19,000 in 1986 and 22,000 persons by 1991. These projections take account of Wexford's importance as a regional centre for economic and social growth.
- 3.4 The expected increase in population over the plan period to 1989 and beyond will continue to give rise to pressure for more jobs, more houses, more shops, more open space/recreation facilities, more traffic and more school places.
- 3.5 The basic issue stemming from this will be to provide adequate land and to develop the infrastructure to cater for this increase in a manner compatible with the proper planning and development of the area.
- 3.6 Housing The total number of housing units in the Wexford Municipal Borough in 1982 was 3,215. Of these 1,790 were provided by the Local Authority and the remainder, i.e. 1,425, by the private housing sector. In addition, there were about 350 flats in the Municipal Borough.

Over the previous plan period the Local Authority provided 223 dwellings. The population data set out in paragraph 3.2 indicate that there has been a large increase in the number of dwellinghouses provided in the Environs of Wexford between 1971 and 1981.

3.7 The projected population increase indicated in paragraph 3.3 will give rise to demand for more housing over the coming five years. It is important to remember however that population increase alone will not be the sole determinant of demand. Factors such as disposable income, headship rates, etc. also have a bearing. As a result no definite figure for new dwellings is stipulated.

3.8 The main issue will be to zone sufficient land for residential purposes, and to maintain and improve the existing housing stock. It is considered that sufficient land is already zoned to meet housing demand over the plan period although the situation will be constantly monitored.

3.9 Owing to the age of the housing stock and other buildings mostly in the older town centre area, including the Waterfront, there are a number of buildings which are either physically obsolete or which are becoming unsuitable for modern-day standards. The Corporation have been acquiring some derelict sites and have converted them for use as car-parking space until such time as they can be re-developed, e.g. Selskar/Temperance Row. In some cases, this has encouraged the private sector to carry out complementary improvements to property, to re-develop other sites or just to revitalise old buildings for new uses, e.g. The Arts Centre.

3.10 EMPLOYMENT Due to the unpredictable economic situation in the early 1980's it has become increasingly difficult to forecast accurately future levels of employment or unemployment. The international, national and even regional situations all have a bearing on the future health or otherwise of the economic base and structure of the plan area.

Unemployment has reached unprecedented levels throughout County Wexford, particularly in the Wexford Town Area over the previous Development Plan Period. See Table 1. below.

TABLE 1.
NUMBERS ON LIVE REGISTER:

AREA	OCTOBER 1979	JUNE 1983	OCTOBER 1983	% OF WORKFORCE OCTOBER 1983
<u>Wexford</u>	<u>940</u>	<u>2,217</u>	<u>2,271</u>	<u>21.4 %</u>
Enniscorthy	662	1,539	1,517	15.5 %
New Ross	424	1,316	1,201	17.4 %
Gorey	374	931	907	14.4 %
TOTALS:	2,400	6,003	5,896	17.5 %

Source: Central Statistics Office

This rate of increase and the current percentages are well above the national average in all areas throughout the County.

3.11 The situation regarding unemployment in the under-25 age group is even more alarming as Table 2 shows.

TABLE 2. NUMBERS ON LIVE REGISTER - UNDER 25

AREA	Feb. '80	Feb. '81	Feb. '82	Feb. '83	Oct. '83
Wexford	209	408	664	700	641

Source: Central Statistics Office

3.12 While the performance of the Wexford Area with regard to Industrial Employment is reasonably good over the previous plan period (See Table 3. below).

TABLE 3. WEXFORD AREA: INDUSTRIAL EMPLOYMENT - GAINS AND LOSSES

<u>AREA</u>	<u>NET GAIN OR LOSS</u>
Wexford	+ 400
Enniscorthy	+ 30
New Ross	- 310
Gorey	- 40
TOTAL: -	+ 80

Source: I.D.A.

the unemployment rate of 21.4% in the area is the highest in the County and Region, making it one of the national "blackspots" in unemployment terms.

- 3.13 County Wexford has the lowest manufacturing base in the South-East Region. The following table, Table 4 shows the percentage of the population employed in the manufacturing sector in each County in the Region from the 1982 industrial employment survey:

TABLE 4. Percentage Population in Manufacturing Sector

<u>County</u>	<u>% of Population Employed in Manufacturing Sector/- 31st December, 1982.</u>
Carlow :	10.9%
Kilkenny :	7.3%
Tipperary S.R. :	6.2%
Waterford :	10.4%
Wexford :	5.1%

Source: I.D.A.

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

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

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

3.19 THE BUILT ENVIRONMENT:

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

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.

The Main St. which forms the town's "spine", narrow and winding, parallel to the Waterfront, with many little lanes joining them.

The squares and urban open spaces such as Bull Ring, Cornmarket, St. Peter's Sq., St. Patrick's Sq. and the Faythe.

The simple facades of buildings which form frontages to the streets and open spaces.

The character of the townscape is being threatened through the fact that older buildings are falling into disuse and not being replaced (much new development is taking place on the outskirts); some vacant sites being used as car-parks, while some re-development has been "unsuitable" and out-of-character with the town as a whole. In latter years, the greatest threat has been from the greatly increased flows of traffic through the narrow streets and along the Quays leading to congestion, as well as danger for the pedestrian. The motor vehicle has tended to dominate the townscape with demands for parking spaces, with the consequent loss of spaciousness in all the urban open spaces and squares.

3.20 RECREATIONAL OPEN SPACE AND AMENITIES:

Apart from Wexford Park (the G.A.A. County Ground on an 11-acre enclosed site), St. Peter's playing pitch (11 acres) and the 3.5-acre 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 (14 acres), St. Joseph's Boys Club and other 'temporary' pitches on the periphery of the town, in addition to the 9-hole Golf Course at Whiterock. Facilities are also available adjacent to Clonard Church, while the 76-acre Racecourse has been increasing the number of meetings per year over recent years. The Corporation owns some 20.6 acres astride the Municipal Borough boundary at Trespan Rock to the south of the town. Development of facilities is already underway at Carcur with the provision of a Clubhouse and playing fields. It is anticipated that the present Tip Site at Carcur will be infilled over the plan period and will be reclaimed for public recreational open space.

3.21 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.

3.22 In addition to the open space requirements within housing estates, it is recommended that Local Amenity Parks of not less than 2.5 acres in extent be provided on a basis of 0.5 acres per thousand population (p.t.p.). At least one would be required to meet the needs of the 1986 population and a second by 1991. Major Public Open Space and Playing Fields to serve the town as a whole (as opposed to those Local recreational and amenity areas associated with individual housing areas) are recommended at 3.3 acres p.t.p. The recreational requirements for the existing population (namely 49.5 acres for 15,000 persons) have largely been met by private clubs, etc., although no area of the town is far from the open countryside. 13.2 acres would meet the minimum needs for the 1986 population and a further 10.6 acres would be required by 1991 to satisfy the needs of the projected increase in population of 7,200 persons.

- 3.23 EDUCATION: The town's primary and second level schools are dispersed throughout the Borough and all are at or near capacity. There are five primary schools with 2,705 pupils on the rolls in June 1983. This figure represents a decrease of 284 pupils over the previous plan period. The new primary school at Coolcots will take some of the pressure off the primary schools in the coming years.
- 3.24 There are five post primary schools with 2,823 pupils on the rolls of June 1983. This represents an increase of 382 pupils since September, 1977. The Vocational School has 613 pupils in its roll. There are plans to provide an extension to cater for a further 400 pupils in the Vocational School over the next two years.
- 3.25 It is difficult to predict with accuracy the demand for school places over the next five years and particularly in the long term. However, adequate land will be zoned to cater for the educational needs of the young people of Wexford.
- 3.26 SHOPPING: Wexford Town is first in the hierarchy of retail shopping outlets in County Wexford. The town serves a rich agricultural hinterland with an estimated population of 34,000 persons in 1983. The Town has a wide variety of retail shopping outlets, including Antiques, Bakers and Confectioners, Builders Providers, Chemists, Crafts and Souvenirs, Drapery, Furnishing, Hardware, Jewellers, Office Supplies, T.V., Radio, Video, etc.
- 3.27 Over the previous plan period, moreover, much new commercial development has taken place in the town in the form of new supermarkets, malls and shopping arcades leading to an increasingly attractive commercial centre. The main issue regarding shopping will be to continue to encourage and promote this type of town centre development as it has many side effects particularly regeneration and environmental improvement.
- 3.28 COMMUNITY FACILITIES: In addition to its wide range of retail, commercial and professional establishments, Wexford contains the County Hospital, County Clinic and associated medical facilities, together with a number of primary and post-primary educational facilities, including the V.E.C.

Other community and recreational facilities include cinemas, dance halls, community centre, youth clubs, tennis courts, boat clubs, sports fields, golf club, a racecourse and a municipal 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 recent addition of the Sports Complex at St. Peter's College and the proposed new marina and associated facilities 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.

- 3.29 PUBLIC SERVICES Improvements to the Town's Water Supply have taken place over the previous plan period and it is intended to further augment supplies to cater for increased development. The Wexford Main Drainage Scheme including a Sewage Treatment works is expected to be implemented over the plan period. The major issue will be to take maximum advantage of these infrastructural developments so that development takes place in a co-ordinated fashion, in the right place, and at the right time.
- 3.30 TOURISM Wexford town is ideally located as a centre for based tourism, within easy reach of sandy beaches and scenic driving areas, and a wildfowl reserve adjacent to the town. Facilities exist for many sporting and recreational activities, both active and passive, in addition to wet weather facilities. The town is also popular as a Conference Centre with facilities for over 1,500 persons in the two major hotels, while the Parish Hall (Dun Mhuire) can cater for 1,100 persons. The Wexford Opera Festival, held in October, has been flourishing for over a quarter of a century and is a major attraction for off-season visitors and tourists from far and wide.
- 3.31 The major issue will be to consolidate the tourist potential of the town while protecting the facilities, man-made and natural which attract tourists in the first place.

3.32 TRAFFIC AND TRANSPORTATION:

Traffic congestion is a major problem particularly in the holiday season due to the conflict between long distance through traffic and local traffic.

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

PART TWO

DEVELOPMENT POLICY.

CHAPTER 4.

DEVELOPMENT POLICY:

INTRODUCTION:

- 4.1 The Planning Authority is concerned to develop the concept of community at all levels within the Plan Area, to allow for the fuller expression of local needs and aspirations; to promote self reliance at community level in many social and recreational fields and to facilitate the sense of community identity throughout the Plan Area. It is policy to facilitate the growth of community self expression by giving advice to group organisations on the location and design of community facilities. Whilst social policy cannot be implemented by the formal planning process, it is the policy of the Planning Authority that the Development Plan will operate in its policy, objectives and development control decisions, to facilitate, where possible, the attainment of community goals.
- 4.2 The Wexford Development Plan is a technical document but its overall objective is a social one. Its purpose is to assist in providing a good physical environment for all the people of Wexford and to maintain the town as a pleasant place in which to live, work and play.
- 4.3 Further developmental change is expected over the 5 year period to 1989 and beyond. Pressures for change generally have two main sources; when redevelopment is required in areas where the physical fabric is decayed, and when commercial interests are in competition to establish the most profitable use of land. Where these pressures coincide, then development can proceed, subject to normal development control considerations. Frequently they do not coincide and pressures for private commercial developments occur in areas where no physical change is required whilst rundown areas are largely ignored. This is a major problem in dealing with the renewal of urban structure, and the policy of the Planning Authority is to encourage development in areas requiring redevelopment. This will be achieved through the implementation of appropriate land use zoning, density provisions and specific objectives.
- 4.4 The major pressures for development comprise the development needs of expanding population and embrace housing, work places and social and

recreational facilities. Urban structure policy must attempt to cater for these pressures and the transportation links which interconnect these various activities.

RESIDENTIAL DEVELOPMENT:

- 4.5 The policy of the Planning Authority with regard to residential development is that it will be facilitated where services are available. It is the policy of the Planning Authority that residential development take place in depth, to obtain the most economic use of land and services.

Where it is in the interests of the proper planning and development of the area, and having regard to public health requirements, consideration will be given to the proposals for minor developments on a phased basis, which would ultimately be consistent with an overall plan. Such developments would have to comply with the objectives and design requirements of this plan, having particular regard to the eventual density and use of the land, on completion of the overall plan. Proposals for private sewage treatment and disposal will only be considered as an interim measure. Acceptance of such proposals will be dependant on public health considerations and proper design by qualified and competent persons. Connection to the public sewerage system will be required when this becomes available in the area.

- 4.6 It is the policy of the Planning Authority that residential developments shall be suitably located and that they shall provide a satisfactory, safe and visually pleasing environment for residents and for the community in general; that all such developments are sited so as to be capable of being economically and adequately catered for by the infrastructure provided by the Local Authority for the servicing of the Plan Area.
- 4.7 In addition to facilitating the provision of the necessary new dwellings in the Plan Area it is the policy of the Planning Authority to encourage the retention and improvement, where possible, of the existing housing stock within the Plan Area and to improve residential amenities by initiating environmental improvement schemes, by excluding non-compatible uses from residential areas and by relating non-residential developments in an area to the needs of that area.
- 4.8 It is the policy of the Planning Authority to normally restrain the change of use from a habitable dwelling to any other use in any part of the Plan Area. In this regard it is also the policy of the Planning Authority to discourage the loss of habitable dwellings through neglect.

- 4.9 It is the policy of the Planning Authority to provide housing and to require a residential element in development proposals where consistent with the proper planning and development of the area.
- 4.10 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.
- 4.11 It is intended that in-depth residential development should take place on the most economically serviced land in order to maximise the benefit from investment of public funds. While it is intended to develop, where practicable, backland areas within the Municipal Borough, the concentration of future development will be within the Coolcots Development Area. In this regard, it is considered that the total area zoned for residential purposes in this plan is more than adequate to satisfy the projected housing needs of Wexford up to 1991. The Planning Authority also intends to pursue its policy of encouraging people to live within the Town Centre Area by revitalising its residential character and the use of upper floors for residential purposes.
- 4.12 It is finally intended to allocate publicly owned land for the provision of private housing sites for sale at an economic and realistic cost, in addition to sites for community facilities or other special needs.

PARKING PROVISION AND CONTROL:

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

PUBLIC TRANSPORT:

- 4.15 The Planning Authority will co-operate with C.I.E. and any other relevant bodies in the improvement of the public transport system as and when necessary.

CONSERVATION:

- 4.16 It is the policy of the Development Plan to preserve and improve the inherent artistic, architectural and historical character of the town, the quality of

its townscape and its environment by:-

- (i) Conserving the narrow street and lane network, particularly the Viking approaches, recognising their importance as pedestrian routes.
- (ii) Conserving frontages to urban open spaces and squares, to maintain their "enclosure", restricting car parking and restoring amenity qualities.
- (iii) Continuing to conserve the Waterfront and its focal point, the Crescent, encouraging re-development and revitalisation through change of land uses in accordance with the proposed Main Drainage Scheme.
- (iv) Conserving generally buildings and structures of artistic, historical or architectural character, including feature details, and encouraging new uses, e.g. natural stone warehouses, slate-walled buildings, splayed-back corners on buildings, traditional shadow-stone paintwork.
- (v) 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 building and height lines and conformity with fascia level and fenestration.
- (vi) Conserving the setting and vistas of the town's major artistic, historical and architectural features, as listed in Appendices A and B, new developments to be sympathetic and complementary in character.
- (vii) Ensuring that new developments reflect the highest standards of design and layout.
- (viii) 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.
- (ix) Encouraging ground floor uses and conversions, of Town Centre streets to be in keeping with and not incongruous with the upper levels of buildings.

TOWN CENTRE FACILITIES:

- 4.17 The Municipal Borough Corporation intend to facilitate the consolidation, expansion and re-development of the Town Centre Area to serve its large hinterland population and to act as a Regional Centre, having special

regard to:-

- (i) Maintaining its unique historical and architectural character with its narrow street network where practicable.
- (ii) Providing for the revitalisation and intensification of commercial activity and improving social and community facilities, while also maintaining and revitalising its residential character through use of upper floors.
- (iii) Creating a more pleasant environment for pedestrians.
- (iv) Relieving traffic congestion, improving the free flow of traffic and providing additional car parking facilities.
- (v) Actively encouraging the development of backland areas.

TOWN CENTRE AMENITY:

4.18 Within the Town Centre, the Corporation intend to improve amenity generally. The possible introduction of traffic management regulations and pedestrianisation of all of the Main Streets would lend itself to the provision of greenery (tree, shrub and flower planting) and other street furniture, i.e. seating and litter bins. Some schemes are already either completed or in progress. Others will be identified in a later section of this plan. The Waterfront and Crescent are areas of particular importance and will be subject to substantial improvement. The development of amenities is part of the Main Drainage Scheme.

4.19 Street-scape and other views shall be conserved, and particular regard should be had to the amenity development of settings and vistas of the buildings of artistic, historical or architectural interest. Furthermore, the clearance and opening up of the small graveyards would provide green havens within the densely built-up urban Town Centre. It is proposed to investigate the provision of public access to the Old Town Wall and its development as a wall-walk through the Town Centre.

SHOPPING:

4.20 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 considerations of shopping, its role as a focal point at town and district level, around which other facilities are provided,

oblige the Planning Authority to consider fully the effects of new shopping development on existing facilities.

TOWN CENTRE:

- 4.21 The Town Centre Shopping Area constitutes the dominant shopping focus for County Wexford. It is the policy of the Planning Authority to facilitate improved access to the central shopping area. The improvement of pedestrian facilities forms part of the Planning Authority's policy to improve the general amenities of the Town Centre.

NEIGHBOURHOOD CENTRES:

- 4.22 The Planning Authority has provided for Neighbourhood Centres in its zoning and objectives proposals. It is Planning policy to encourage and facilitate such Centres where possible. Draft proposals for the design of the Townparks Neighbourhood Centre have been prepared. Shopping is an integral part of these Centres.

SUBURBAN SHOPPING:

- 4.23 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 and in consequence on the social fabric and quality of life in urban areas. In addition such development may aggravate the problem of maintaining viable central urban areas and of promoting necessary urban renewal and the use of existing capacity in urban infrastructure. This policy is in line with National Policy as set out in S.I. No. 264 of 1982. New shopping developments in the Neighbourhood Centres will of course be encouraged.

SHOPS (CONVENIENCE):

- 4.24 The Planning Authority recognises the value of the local late opening convenience shops in providing a service to the community. These small "corner shops" will be open to consideration in areas not already served by such convenience shops. Thus a single grocery shop, which would not be part of a single dwelling, and provided the shop complied with the control requirements of the Planning Authority in terms of traffic safety, amenity, public health and is not more than 37 m² (400 sq. ft.) in gross floor area, it will receive consideration by the Planning Authority.

Account would also have to be taken of the number and distribution of such shops in the particular area.

RECREATIONAL AMENITIES AND OPEN SPACE:

- 4.25 Public open space will be retained for that purpose and it is intended that additional open space will be provided by acquisition and by agreement in respect of dual use, particularly in areas deficient in this respect. It is the policy to maintain and improve pedestrian access to existing and proposed recreation and amenity open space. As part of an open space system the policy would be to develop incidental open spaces as links in an overall network. Open spaces in private ownership, used for recreational purposes are a positive element effecting the amenities of their surrounding areas. It is intended that they be retained as far as possible for recreational purposes.
- 4.26 In the more densely developed residential areas where it is not at present feasible to create large recreational open spaces, it will be Planning Authority policy to provide small black-top or paved spaces for intensive use. In particular, it will be policy to provide, subject to consultation with local representatives and developers, play-lots in developments where there are large numbers of children. The Planning Authority will also encourage the provision of community and recreational buildings.
- 4.27 The Planning Authority will continue to carry out its present policy of maintaining and improving open spaces in its ownership, subject to the overall demands made upon its financial resources, and the needs of the community for other priority services.

EMPLOYMENT:

- 4.28 Fundamentally, in its present role, statutory land use planning can both make land available to employment users through its zoning function and for other uses which will help direct employment uses either at first hand, such as roads and infrastructure or at one remove like houses for workers. However, it must be realised that neither of these measures can induce employment where circumstances are not suitable. This is an important consideration which must be borne in mind in the light of the serious unemployment situation as set out earlier and recent trends and forecast at the National level.
- 4.29 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 along the lines set out in the above paragraph.

4.30 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 Whitemill Industrial Estate. See Table 5 below.

TABLE 5

Whitemill Industrial Estate

Land Available	Ownership
22 Acres	Industrial Development Authority
Buildings Available	Ownership
26,000 sq. ft. in 4 units	I.D.A.
8,000 sq. ft.	I.D.A.
30,000 sq. ft.	private
38,000 sq. ft.	private

Source: Wexford Town Action Plan 1982/'84

4.31 There will also be additional capacity should the Sinnottstown Industrial Park be developed. Land is also available at Edermine in the Slaney Valley to the north of the Town. This is a prime industrial site.

4.32 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 attract new industrial projects to vacant buildings and land on Wexford Industrial Estate by concluding the development and landscaping of the Estate.

4.33 It will also be the policy of the Local Authorities to encourage the provision of small workshop/cluster facilities to service industries within the industrial area or at other suitable locations to 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 Whitemill adjoining Pierces.

TRANSPORTATION/TRAFFIC:

- 4.34 In pursuance of the Basic Aims and Objectives of the Development Plan in relation to traffic and to facilitate the future growth of the town, it is essential to improve and upgrade the urban street and road network, and to establish a road system designed to serve the projected land use pattern. This will be achieved by the creation of a road hierarchy whose principal routes, namely, distributor roads, will be the Quays, John St./School St. and those radiating from the town. While the construction of the proposed Relief Road to the west of the town and the Inner Relief Road will relieve the in-town street network (particularly the Quays) of a considerable volume of heavy traffic flow; radial routes may anticipate an increase in traffic flows between the town and the Relief Road.
- 4.35 The distributor road network will link the different land use zones and, where practicable, should bound, not sever, them. In the interests of road safety, free flow of traffic and environmental considerations, individual direct access onto such roads will be controlled and the number of junctions will be kept to a minimum, as they will, of necessity, carry large volumes of traffic.
- 4.36 Access roads from distributor roads will serve residential groupings, off which cul-de-sac development will take place. These access roads will not be through-routes.
- 4.37 Where practicable, it is proposed to provide pedestrian ways (independent from vehicle routes) to link residential areas and, particularly, the local neighbourhood centre; and to preserve established public rights-of-way.
- 4.38 It is intended to improve the effective capacity of the existing street network and traffic circulation by attaining:-
- (i) The separation of vehicular and pedestrian traffic, where practicable, including the pedestrianisation of all or part of the principal shopping streets.
 - (ii) The introduction of traffic management, including one way streets, on-street and off-street car parking regulations and additional parking areas; the Quays and John St./School St. will form the principal traffic circulatory routes.
- 4.39 In the long term, the Relief Road will relieve the Town Centre of the majority of non-stopping through-traffic, particularly heavy commercial and container vehicles; while the Inner Relief Road will serve local traffic circulation needs and re-direct some traffic off the in-centre street network.

- 4.40 Some relief from traffic congestion within the Town Centre would result from the use of car-parking areas on the periphery for longer-stay vehicles, thus freeing the available on-street and in-centre car parks for short-stay vehicles.
- 4.41 Additional car parking will be provided along the Quay as part of the proposed Main Drainage Scheme.

TOURISM:

- 4.42 It is the policy of the Local Authorities to develop the natural and man-made amenities of the town and its surrounding area, to improve its attractiveness not only for the benefit of the townspeople but also for visitors and tourists and to encourage and facilitate the development of the tourist industry by interested bodies.

PUBLIC SERVICES:

- 4.43 It is intended to augment and improve both the public water supply and sewerage system to provide an efficient town system and to treat town sewage to cater for the development area. It is envisaged that all lands allocated for development on the Land Use Zoning Map will be adequately serviced. Development will normally be conditional on the availability of the necessary public services. Plans in the above regard are at an advanced stage. Included in these plans are proposals relating to the provision of a marina, car parking and general environmental improvement of the Quay Area.
- 4.44 It is intended to encourage and foster development in the Coolcots Development Area as it is the most easily drained land adjacent to the town's existing built-up area. It is not intended to expand the sewerage network beyond the Municipal Borough to the south of the town, neither is it intended to provide main drainage in the Ferrybank area.

WATER SUPPLY:

- 4.45 It is intended to further augment the Town's Water Supply by the continued development of bore holes to the south of the town. In the long term, the County Council intends to provide additional water supplies to the town from the Boro River Regional Water Supply Scheme.

SEWERAGE:

- 4.46 The proposed Wexford Main Drainage Scheme has reached Preliminary Report Stage, and it is an objective to complete Phase 1 of the Scheme within the Plan Period. The development of this Scheme will provide for the future

development of the town and will include the provision of a Sewage Treatment Works at the south of the town.

- 4.47 The implementation of Phase Two of the Coolcots Drainage System and the servicing of the areas of Ballyboggan and West Coolcots will be achieved over the longer term.

DRAINAGE:

- 4.48 Developers shall be required to provide efficient and economical systems of drainage with separate surface water drains in areas where a separate system of sewerage is available or planned.

PHASING:

In order to ensure an orderly and co-ordinated expansion of the town it is intended that new housing development will be concentrated initially in the Townparks/Carricklawn area immediately to the west of the Municipal Borough boundary, and at a later stage expanding to Ballyboggan. However, it must be emphasised that these proposals are dependent upon the provision and expansion of the necessary public service utilities, which may impose certain restrictions on the availability of land for development during the Plan period.

P A R T T H R E E

D E V E L O P M E N T C O N T R O L

CHAPTER 5:

DEVELOPMENT CONTROL

INTRODUCTION:

- 5.1 The Planning Authority is required to control development by ensuring that permission granted under the Act are consistent with the policies and objectives of the Development Plan. This part of the Development Plan Review is concerned with the standards which will be applied to development proposals.
- 5.2 It takes account of the review of the policy statement and new circumstances relating to the control of use and the protection and improvement of the environment generally. Provision is made for a range of prescribed standards applicable in particular circumstances where proposed development is otherwise consistent with the proper planning and development and the preservation and improvement of amenities.
- 5.3 The Local Government (Planning & Development) Act, 1963, requires (Section 26) that the Planning Authority, in considering applications for permission to carry out development, shall be restricted to considering the proper planning and development of the area of the Planning Authority (including the preservation and improvement of the amenities thereof), regard being had to the provisions of the Development Plan. There is also provision for the imposition of conditions on permissions granted.
- 5.4 It is clear that matters other than the specific provision of the Development Plan must be considered in dealing with applications for permission to carry out development or in deciding on the serving of an Enforcement Notice against unauthorised development. The Planning policies adopted by the Planning Authority in respect of various areas of the Plan Area shall be the main basis of assessment of proper planning and development.

DEVELOPMENT:

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

LOCAL GOVERNMENT (PLANNING & DEVELOPMENT) REGULATIONS, 1977:

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

Contd./...

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

DEMOLITION:

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

INTEREST IN PROPERTY:

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

PURCHASE OF LAND (AND PROPERTY) FOR PRIVATE DEVELOPMENT:

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

NON-CONFORMING USES:

5.18 Many uses exist in locations where they do not conform with the designated use zoning objectives set out in Paragraph 5.20 and following. All such cases, where legally established, shall be subject to proceedings under the Act in respect of the continuing use. When extensions to or improvements of premises accommodating these uses are proposed, each shall be considered on its merits and permission may be granted where the proposed development does not adversely effect the amenities of premises in the vicinity and generally complies with the particular use zoning objectives and does not prejudice the proper planning and development of the area.

DEVELOPMENT STANDARDS:

5.19 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 as are proposed for in the Act. These are set out under the following headings:-

- (a) Land Use Zoning Objectives.
- (b) Site Development Standards.
- (c) Residential Development and Design Standards.
- (d) Design Considerations.
- (e) Parking, Loading and Traffic.

LAND USE ZONING OBJECTIVES:

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

5.21 The following are the five zoning objectives:-

- A. To protect and/or improve residential amenities.
- B. To provide for and improve town centre facilities.

TABLE 6 - LAND USE ZONING MATRIX

Item #	USE CLASS	ZONING OBJECTIVES				
		1	2	3	4	5
1.	Residential, Private Garages	Yes	Yes	*	No	No
2.	Open Space	Yes	Yes	Yes	*	Yes
3.	Public Service Installations	Yes	Yes	Yes	Yes	*
4.	Education	Yes	Yes	Yes	*	No
5.	Places of Public Worship	Yes	Yes	Yes	No	No
6.	Residential Institutions	Yes	Yes	No	No	No
7.	Medical and Related Consultants, Health Centres (Clinics)	*	Yes	Yes	No	No
8.	Nursing Homes	*	Yes	*	No	No
9.	Hospitals	*	Yes	No	No	No
10.	Community Halls	*	Yes	Yes	No	*
11.	Sports Clubs, Recreational Buildings	*	Yes	Yes	*	*
12.	Cultural Uses, Clubs (Private)	*	Yes	Yes	*	No
13.	Guest Houses	*	Yes	No	No	No
14.	Hotels	*	*	No	No	No
15.	Restaurants	*	Yes	Yes	No	No
16.	Public Houses	*	*	Yes	No	No
17.	Shops	No	Yes	Yes	No	No
18.	Shops (Convenience)	*	Yes	Yes	No	No
19.	Offices	*	Yes	Yes	No	No
20.	Repair Garages and Panel Beating	No	*	No	*	No
21.	Petrol Stations	No	*	*	*	No
22.	Motor Sales Outlets	No	*	No	No	No
23.	Car Parks	*	Yes	Yes	Yes	*
24.	Heavy Commercial Vehicle Parks	No	No	No	*	No
25.	Dance Halls, Discos, Night Clubs	No	*	*	No	No
26.	Wholesale Shops Cash and Carry Outlets	No	Yes	No	No	No
27.	Warehouses	No	*	No	*	No
28.	Industry (Light)	No	Yes	No	Yes	No
29.	Industry (General)	No	*	No	*	No
30.	Industry (Special)	No	No	No	No	No
31.	Small Workshop/Craft Industry	*	*	*	*	No
32.	Advertisements, Advertisement Structures	No	Yes	Yes	Yes	No
33.	Agricultural Machinery Outlets	No	No	No	No	No
34.	Amusement Arcades	No	*	No	No	No
35.	Take-Away Food Facilities	No	*	*	No	No

Notes:- "Yes" - Indicates Use Normally Permitted
 "No" - Indicates Use Not Normally Permitted
 * - Indicates Use "Open for Consideration" (See paragraph 2.24)

- C. To provide for and improve neighbourhood facilities.
- D. To provide for industrial and related uses.
- E. To preserve and/or extend recreational amenities, including open space.

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

5.23 Table 6 sets out in Matrix Form the acceptability or unacceptability of various uses for each of the use zoning objectives. Further clarifications for ease of reference are set out in Appendix.

"OPEN FOR CONSIDERATION"

5.24 Uses shown as "Open for Consideration" are not acceptable in principle and it is important to note that these proposed uses will be individually assessed on their merits. It is only in particular cases where the Planning Authority is satisfied that the uses would not conflict with the general objectives for the zone and could be permitted without undesirable consequences for the permitted uses that they could be allowed. Then, subject to compliance with zoning objectives and other control criteria, they may in special circumstances be permitted where the Planning Authority considers that they would not be inconsistent with the proper planning and development of the area, regard being had to the provisions of the Development Plan Review.

SITE DEVELOPMENT STANDARDS:

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

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

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

outlined in succeeding paragraphs. The standards quoted are the maxima which may be generally permitted and are, in all cases, subject to the proper planning and development of the area affected.

HOUSING DENSITIES:

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

RESIDENTIAL DEVELOPMENT AND DESIGN STANDARDS:

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

- 5.33 Communal open space in residential development (in excess of the open space attached to dwellings) shall be provided at the rate of 1 hectare per 150 dwellings or 10 % of the total area of the site whichever is the greater, and in calculating the area of open space, the area of roads, footpaths and grass margins shall not be taken into account. Land reserved for open space shall be retained for that purpose and shall be available for use by residents prior to the completion of the development.
- 5.34 In relation to land reserved for open space which is to be for community use of the residents of any area, the Planning Authority will require to be satisfied that effective arrangements exist for the reservation and the maintenance of such open space.
- 5.35 Provided where in the opinion of the Planning Authority it would not be in the interests of the proper planning and development of the area to require the provision of open space at the rate of 1 hectare per 150 dwellings, the Planning Authority may, by conditions attached to a permission, require the developer to pay a stated sum of money towards the cost of providing open spaces elsewhere as provided for in Section 26 of the Local Government (Planning & Development) Act, 1963.
- 5.36 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. Those features should also be indicated on the application for permission. Footpaths shall be ditched at road junctions to allow easy crossing and access for the disabled, the old, and persons pushing prams. Where grass verges are provided between the concrete footpath and the road, these shall be bridged by a concrete pathway.
- 5.37 A pedestrian system separate from the road layout may be desirable especially if leading through to churches, schools or shopping centres. Pedestrian linkage to adjoining development and its open spaces should be provided where appropriate. Cycle ways in residential areas could also prove very attractive, from the point of view of traffic safety and also as a recreational resource. There is the possibility that these could be linked to pedestrian ways and to an urban system of cycle paths if one was to be developed.
- 5.38 The road layout should be such as to discourage through traffic. Where one road serves as the main distributor or provides access to other schemes, the layout of the road must be carefully considered from the point of view of possible traffic hazard due to inadequate width, sight line, on-street parking etc. Houses along this road should be designed and laid out so as to minimise the effect of traffic on the occupants and this may be achieved by increased

building line depth, tree planting, variations of internal layout or preferably by combinations of all three.

- 5.39 The height of new buildings in residential zones or in areas with a suburban residential character generally may not exceed 15 metres. This maximum height may be accepted only on sites of an area sufficient to allow the building to be sited in a manner which will not interfere with the scale, amenities or visual quality of existing development. To this end it will be necessary to have adequate open space (in addition to parking space) and tree screening so that a satisfactory transition from the scale of any neighbouring buildings of lower height may be achieved.
- 5.40 Buildings and circulation areas should be designed jointly and not treated as separate elements. It may be necessary to introduce an irregular pattern of roads in some areas in order to discourage through traffic or reduce the visual prominence of the roads.
- 5.41 The possibility of services into new development should be considered when designing the road pattern.
- 5.42 Where possible, electricity and telephone services should be underground, but the location of all poles, including public light standards, should be carefully located to minimise unnecessary duplication and loss of amenity. In implementing this objective of preservation of amenity it is the policy of the Planning Authority to encourage the provision of services underground. Provision should be made for the siting in unobtrusive positions of Transformer Stations, Pumping Stations and other necessary service buildings.
- 5.43 In the case of flat blocks, particular attention must be paid to the location of the communal open space for the residents. This open space should not be unduly overshadowed by the blocks and be laid out in a bold fashion to provide for ease of maintenance.
- Secluded sunny areas and shade should be provided by a careful choice of planting. Storage for garden maintenance equipment should be provided where appropriate.
- 5.44 Car parking areas should be broken up by planting and located where they will not obtrude onto the layout and yet provide for reasonable convenience of users. Only minor areas of car parking, primarily for visitors, will be permitted between the block and road boundary. The form of construction of garages must be considered from the visual viewpoint not only at ground level but also from the upper floors of the flat blocks.

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

PUBLIC BUILDINGS:

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

INDUSTRY:

- 5.51 It is essential that each industrial unit be provided with adequate space for the loading and unloading of goods (including fuels) in areas clear of the public road and within the building line.

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

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

BUILDING LINES:

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

ADVERTISING SIGNS AND STRUCTURES:

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

Regard will be had to the following considerations in dealing with advertising signs and structures:-

- (a) Signs attached to buildings will be considered preferable to those on free-standing hoardings.
- (b) Signs will not be permitted if they compete with road signs or otherwise endanger traffic safety.
- (c) Signs will not normally be permitted in residential areas.
- (d) Signs should not interfere with windows or other features of the facade or project above the skyline.
- (e) The size and scale of signs should not conflict with those of existing structures in the area.
- (f) The size and scale of signs should not detract from buildings and features of architectural, historic and scenic interest.
- (g) The proximity of the sign to the facility it is advertising.

5.59 The Planning Authority will use its legal powers to deal with unauthorised signs and structures.

5.60 PETROL FILLING STATIONS AND SERVICE STATIONS:

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

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

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

a distance of 30 ft. (9 m.) from the street boundary of the site, the frontage may be reduced to 50 ft. (15 m.).

(c) The width of the access shall be not less than 22 ft. (7 m.) and not more than 30 ft. (9 m.).

(d) The radii of the kerbs at the entrance and exit shall be not less than 35 ft. (11 m.).

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

PARKING ACCOMMODATION:

- 5.66 In all developments, whether residential, commercial, industrial or otherwise it will be the Planning Authority's policy to require the provision within the site of such development or close to same, of accommodation for car parking

based on the extent to which the development in question is likely to give rise to a demand for additional parking space.

- 5.67 In exercising development control in relation to applications to carry out development, whether by the construction of new buildings or the alteration of existing buildings or change of use, the standards of car parking set out in Table 7 will be applied. Where there is a range of standards shown in this Table, the proper planning and development of the area will be taken into consideration in determining where, within the range of standards, the particular decision should be made. The same consideration will be applied to development for uses other than those set out in Table 7.
- 5.68 As it is evident that much street obstruction is caused by service vehicles attending shops and other commercial business premises, it is essential that parking and service space for new development is provided entirely within the curtilage of the premises.
- 5.69 The required car parking facilities shall be provided on the same site or convenient to the principal use served. Where ever possible such car parking shall be provided behind the established building lines and in any event in such a way as to ensure that the amenities of the area including the structures in relation to which parking is provided and adjoining structures are protected.
- 5.70 Where in a particular development, it would be impracticable or would not be in accordance with the proper planning and development of the area to provide a car park, the Planning Authority may, by conditions attached to permissions, modify the requirement for car parking facilities and require a contribution from the Developer to be used towards the cost to the Planning Authority of providing public parking places, which would facilitate the development under consideration. The Planning Authority, taking account of the size, nature and location of the proposed development may waive the requirement for a financial contribution in respect of the first two spaces of the overall parking requirement.
- 5.71 Where parking is allowed in sight of the general public adequate landscaping and tree planting must be provided to counteract the appearance of the parking areas. Where parking space is proposed in front of existing premises, it is essential that any existing boundary walls or railings be retained and/or replaced; with sufficient planted areas to maintain the visual character of the premises and any adjoining premises.

TABLE 7

PARKING STANDARDS

LAND USE	PARKING STANDARD
Dwelling or Flat	One to two spaces per dwelling or flat.
Schools	Two spaces per classroom
Hospital	One space per four patient beds, plus one space per doctor, plus one space per 500 sq. ft. of offices, (47 ² m).
Clinics and Group Medical Practices	Three spaces per consulting room.
Churches, Theatres, Cinemas, Ballrooms, Halls, Stadia, Swimming Pools.	One space per 50 to 100 sq. ft.
Hotels, Hostels, Guest Houses.	One space per double bedroom or per two single bedrooms. Bar/Lounge space, bedroom space, function rooms, restaurant/-dining area, all to be separately assessed.
Shops	One space per 100 - 250 sq. ft. (9-23 m ²). The nature and location of the proposed development will determine the exact ratio to be used.
Small Shops (not exceeding 400 sq. ft.) : ^{17m} 44.4yd	No on-site parking requirement for the first 250 sq. ft. of the development.
Restaurants and Cafes, (including Hotel Restaurants and Function Rooms)	One space per 100 sq. ft. (9 m ²).
Public Houses (including Hotel Bars)	One space per 25 - 100 sq. ft. (2.3m ² - 9 m ²) The nature and location of the proposed development will determine the exact ratio to be used.
Industry and Warehousing.	One space per two to four employees. The nature and location of the proposed development will determine the exact ratio to be used.
Office and Banks	One space per 100 to 200 sq. ft.
Cultural Buildings, Arts Centres.	One space per 350 sq. ft. (33 m ²).
Sports Grounds, Sports Clubs.	One space per 500 sq. ft. (97 m ²) of floor space, six spaces for each playing pitch, plus two spaces for each Tennis Court or Squash Court. Bars and lounges, function rooms or dancing area, restaurant or dining area will be separately assessed.
The nature and location of the proposed development will determine the exact ratio to be used.	

5.72 Where car parking is associated with late night uses such as public houses, dancing and similar forms of entertainment or amusement such car parking must be sited so as to reduce the level of noise disturbance to adjoining dwellings to a level acceptable to the reasonable enjoyment of such dwellings.

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

(i) Minimum size of parking bay 5.0 m. x 2.5 m.

Note: Minimum width of 2.3 m. may be permitted for a long-term bay.

(ii) A minimum width of aisle for 90° parking - 6.1 m.

(iii) A minimum width of aisle for 60° parking - 4.9 m.

(iv) A minimum width of aisle for 45° parking - 3.6 m.

(v) A minimum width of aisle for less than 45° parking and for parallel parking - 3.6 m.

5.74 Parking facilities shall be designed so that each motor vehicle may proceed to and from the parking space provided for it without requiring the moving of any other motor vehicle. Car parks including driveways shall be graded, surfaced with tarmacadam or other suitable material and drained and properly maintained. In addition, they shall not discharge water onto the public road.

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

LOADING AND UNLOADING:

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

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

(b) Loading spaces may be enclosed within a structure and must be so enclosed if located within 50 ft. (15 m.) of the curtilage of a residence where the use involves regular night operation.

(c) There shall be appropriate means of access to a street or road as well as adequate manoeuvring space.

- (d) The maximum of driveway opening at the street boundary shall be 20 ft. (6 m.) and the minimum width shall be 12 ft. (4 m.)

- 5.77 Required loading facilities shall be provided and maintained so long as the use exists which the facilities were designed to serve. They shall not be reduced in total extent after their provision and all reasonable precautions shall be taken by the owner or sponsor of particular uses to ensure the availability of required facilities to the delivery and pick-up vehicles that they were designed to serve.
- 5.78 The Planning Authority will ensure that fuel oil loading points shall be carefully sited to obviate the necessity of large vehicles standing on the highway during unloading or the laying of hose pipes across footpaths to the inconvenience of pedestrians.
- 5.79 However, the Planning Authority may modify the requirements of loading and unloading facilities in any specific case where it appears that it would be in the interests of the proper planning and development of the area to do so.

SECURITY BONDS:

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

DEVELOPMENT CHARGES -- RESIDENTIAL DEVELOPMENTS:

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

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

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

PART FOUR

SPECIFIC OBJECTIVES.

CHAPTER 6

SPECIFIC OBJECTIVES

INTRODUCTION:

- 6.1 This part of the Plan involves a detailed listing of specific development projects to be initiated during the next five year period and other special provision relating to the implementation of medium and long term projects in order to ensure that their eventual implementation is not prejudiced by development in the short term. Under Section 22 of the 1963 Act, the Planning Authority has a duty to take the necessary steps for securing these objectives. There must be, accordingly, a realistic prospect of achieving these objectives within the manpower and financial resources available to the Planning Authority. It is therefore essential that there is a rigorous assessment of their feasibility particularly in the current economic climate. Such a rigorous assessment is difficult to achieve. It is therefore intended to limit the number of objectives to those which would seem to be most achievable given local authority finances and those which can be achieved in co-operation with the community on a self-help basis. The aim is as always to make 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.
- 6.2 The development objectives of the Planning Authority are shown on the Objectives Map and are set out in this part of the Development Plan. The objectives in the 1978 Wexford Development Plan have been reviewed and appropriate alterations made where considered necessary. Changes occur where the objectives have been modified, where specific objectives have been achieved and where new objectives have been added. Where specific objectives to carry out particular works were listed in the 1978 Plan and do not re-appear it can be assumed that these objectives have been realised or that their inclusion is no longer deemed necessary.
- 6.3 The location of the specific objectives are shown 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. 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.

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

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

6.6 ROADS AND TRAFFIC:

It is emphasised that the roads objectives are shown diagrammatically and do not indicate either the width or exact alignment of any new or improved road. The listing of any particular route or section of route shall not preclude the Local Authorities from undertaking improvements on other routes for which the necessary capital assistance is forthcoming from central Government sources.

6.7 In the older built-up areas, miscellaneous road improvements will be required from time to time. Generally such improvements will be achieved by setting back any proposed new buildings or boundary fences to new frontage lines. Such requirements will also provide for improved sight lines at junctions and improved accommodation for pedestrians. Account will be taken in any proposals of the need to avoid damage to the town character.

6.8 In detailed plans for the reconstruction or improvement of roads the convenience of property owners will be carefully considered in regard to vehicle access to premises. As a general policy, however, the safety and convenience of the generality of road users must be given precedence over individual needs.

6.9 Traffic management schemes such as one-way traffic flows, pedestrian crossing, traffic lights etc., will be provided from time to time to meet localised requirements.

7.1 Improve junctions and channelise traffic flow where appropriate at:-

- Hill St./Spawell Road at Glens Terrace

- Carrigeen St./Grogan's Road/Roche's Road at Dempsey's Terrace

- Slaney St./Temperance Row at Westgate (one-way system)
- High St./Mary St. at the Friary (one-way system)
- Coolcots Lane/Belvedere Road at The Green
- Bride St./South Main St. (one-way system)
- Faythe Lane/Mulgannon Road/Mill Road (one-way system)
- Redmond Road/Boat Club access, in conjunction with removal of old bridge by C.I.E.
- Pike Corner

Reconstruct, re-align and improve, where appropriate, roads and streets within the town and improve footpaths, particularly at:-

- T.2 Belvedere Road.
- T.3 Investigate the introduction of pedestrianisation on North and South Main Streets and of traffic management measures including one-way street systems.
- T.4 Investigate the improvement of traffic route and flows from Maudlintown to Wygram via The Faythe, Faythe Lane, Mill Road, Joseph St., Roche's Road and School St., John St. (later stage)
- T.5 Provide access for traffic link through Whitemill for relief of Mulgannon Road, and provide footpath along Mulgannon Road.

COOLCOTS DEVELOPMENT AREA:

Re-align, where necessary, and up-grade distributor roads; improve junctions where necessary in order to safeguard the free flow of traffic and road safety, particularly at:-

- T.6 Distillery Road/Duncannon Road
- T.7 Clonard Road
- T.8 Hospital Road
- T.9 Coolcots Lane

- T.10 - Construct northern extension of Inner Relief Road between Coolcots Lane and Newtown Road (1st stage)
- T.11 - and between Newtown Road and Enniscorthy Road (later stage)
- T.12 - Reserve line for Outer Relief Road between Duncannon Line and Coolcots Lane/Newtown Road.
- T.13 - Further investigation of new road access off Enniscorthy Road to facilitate sporting developments at Carcur and Park.

CAR PARKING:

Provide Car Parks at:-

- T.14 Selskar Street
- T.15 C.I.E. land, Redmond Road
- T.16 King Street (Ropewalk yard)
- T.17 Investigate other backland areas for car-parking
- T.18 Provide temporary car-parking spaces on cleared sites, until such time as re-development takes place
- T.19 To provide in conjunction with Wexford Main Drainage Scheme, car-parking facilities along the Quay from the Crescent to the New Bridge.

PUBLIC LIGHTING:

MUNICIPAL BOROUGH:

- T.20 Improve the public lighting facilities within the Municipal Borough where necessary.

COOLCOTS DEVELOPMENT AREA:

- T.21 Extend the public lighting facilities within the Coolcots Development Area as development expands.

6.10 NEIGHBOURHOOD CENTRE COMMUNITY AND EDUCATIONAL FACILITIES:

MUNICIPAL BOROUGH:

- C.1 Provide a new County Library and Head Quarters by the appropriate Authority at Hill Street.

- C.2 Provide a new Fire Brigade Station with the co-operation of the appropriate Authorities on a suitably located site.
- C.3 Provide for the extension of the South Eastern Health Board's County Clinic facilities at Grogan's Road by the appropriate Authority.
- C.4 Reserve lands at rear of Abbey Cinema for the Vocational School, to provide access from George's Street and car parking for the Vocational School; investigate access from John Street.
- C.5. Allocate site for development of Primary School at:-
Carricklawn (later stage).
Allocate site for development of second-level school at:-
- C.6 Townparks
- C.7 Park (later stage)
Develop site for neighbourhood centre incorporating shops, church and community hall with co-operation of respective Local Authorities at:-
- C.8 Townparks
- C.9 Carricklawn (later stage)
and provision of pedestrian ways from adjoining areas.

6.11 HOUSING:

MUNICIPAL BOROUGH:

- H.1 Deleted by Municipal Borough on 4th March, 1985.
- H.2 Provision of housing by re-development at Temperance Row
- H.3 Provision of housing by re-development at Selskar Avenue
- H.4 Provision of housing area at Bernadette Place and reserve access to Trespan Rock (in association with A3)
- H.5 Provision of Housing on lands at Hill Street
- H.6 Reserve existing open fields at "Hollyville"/College View Park for housing and reserve access from both Davitt Road South and Frances Street.
- H.7 Development of backland area at John Street for housing.
- H.8 Deleted by Municipal Borough on 4th March, 1985.
- H.9 Provision of housing at Westlands.

COOLCOTS DEVELOPMENT AREA:

- H.10 Provision of public housing and allocation of private serviced sites at Townparks (Phase 111)
- H.11 Provision of public housing and allocation of private serviced sites at Carricklawn (later stage)
- H.12 To continue to provide housing on County Council land at Hospital Field.

6.12 RECREATIONAL OPEN SPACE AND AMENITY:

- A. 1 To provide, in conjunction with Wexford Main Drainage Scheme, a marina and boatslip, car parking facilities and general landscaping at the Crescent and along the Quay to the New Bridge.
- A. 2 To improve facilities of Redmond Park.
- A. 3 To continue to develop lands at Trespan Rock as Recreation Amenity Area in accordance with Advisory Report prepared by An Foras Forbartha (Feb. 1978).
- A. 4 To reserve footpath access to Trespan Rock from Maudlintown, from Mulgannon Road (at Nunns) and from Bernadette Place and investigate additional access from the Faythe.
- A. 5 To investigate public access at Old Town Wall, Westgate and St. Selskar's Abbey and to develop wall walk, if practicable.
- A. 6 To provide footpath links and to reserve access, where appropriate, from Belvedere Road to St. John's Road.
- A. 7 To provide footpath links and to reserve access, where appropriate, from Spawell Road to Redmond Road.
- A. 8 Request C.I.E. to improve landscaping along Enniscorthy Road at North Station.
- A. 9 To infill and reclaim Carcur Tip Site to provide amenity open space and playing fields and to plant trees and shrubs, particularly along Enniscorthy Road.
- A.10 To improve local amenity park at Townparks on Belvedere Road.
- A.11 To maintain grass areas, carry out extensive tree planting and renew and redesign play area and equipment at Maudlintown Green.
- A.12 Provide adequate sign-posting to Town Centre.
- A.13 Carry out improvements to Keyser's Lane to provide access to Town Centre.
- A.14 To remove the unsightly Tip down the slope below the County Hospital.
- A.15 To provide amenity open space at Bishopswater and Whitemill South.

To clear and open up for public use, the old graveyards as Gardens of Remembrance, to retain trees, where practicable, and carry out supplementary planting at:-

A.16a- St. Selskar's

A.16b- St. John's

A.16c- St. Patrick's including refurbishment of Church Ruin.

A.16d- St. Mary's

A.16e- St. Michael's

CARRY OUT TREE-PLANTING AT:-

A.17 Pinewood Estate (adjacent to Distillery Road).

A.18 Cul-de-Sac at Avondale Drive.

A.19 Junction of Clonard Link Road and Whitemill Road.

A.20 Talbot Green.

A.21 Redmond Place: Encourage large scale trees in Station forecourt alongside the road and on the more open western side of Redmond Place.

A.22 To provide amenity walk between the County Hospital and Ross Road (N25).

A.23 To develop derelict tipped area between Wellington Place and the bridge as small riverside park.

A.24 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 covering all these listed trees:-

Trees in grounds of Park House

Trees in grounds of Carcur House

Trees opposite Park House Lodge

Trees around Carrigruadh.

A.25 It is intended to make further Tree Preservation Orders following further surveys during the plan period.

A.26 To provide amenity river walk and plant trees and shrubs along Ballyboggan Stream.

A.27 To encourage the development of Wexford Racecourse as a sporting and recreational centre.

6.13 RENEWAL AND OBSOLESCENCE:

- R.1 To continue to redevelop Temperance Row/Selskar Area.
- R.2 Redmond Place Area - investigate renewal.
- R.3 Clear derelict sites.
- R.4 To encourage private re-development and renewal in a manner sympathetic to adjoining structures and environment, by maintaining building and height lines, e.g. the Waterfront, the Cornmarket.
- R.5 Preserve and conserve, where practicable, those buildings, structures and shop fronts listed in Appendices A, B and C.
- R.6 To continue to surface narrow laneways in Borough and utilise as pedestrian routes and encourage their development for shopping use.

APPENDIX A:

OBJECTIVES FOR PRESERVATION AND CONSERVATION:

BUILDINGS AND STRUCTURES
OF ARTISTIC, HISTORIC OR ARCHITECTURAL INTEREST
FOR TOTAL PRESERVATION

GRADE*	BUILDING/STRUCTURE	LOCATION
A	Church of the Immaculate Conception including its pebble-stone mosaics	Rowe St.
A	Church of the Assumption, including its pebble-stone mosaics	Bride St.
A	Church of St. Francis, (The Friary) and its Tower	School St.
A-B	Tower of St. Selskar's Abbey (National Monument)	Temperance Row
A-B	Arts Centre (formerly Town Hall and Assembly Rooms)	Cornmarket
-	The Old Town Wall including Two Towers from Westgate to George's St., and two Towers at Abbey Street and Church of Immaculate Conception, Rowe Street.	As Stated

*As per An Foras Forbartha's Conservation and Amenity Advisory Service document "Buildings of Historic and Artistic Interest in Co. Wexford", by Maurice Craig and William Garner.

A - International Interest

A-B - National Interest

APPENDIX B:

OBJECTIVES FOR PRESERVATION AND CONSERVATION:

BUILDINGS AND STRUCTURES
OF ARTISTIC, HISTORIC OR ARCHITECTURAL INTEREST
FOR CONSERVATION

(Any change should be sympathetic with existing character)

GRADE	BUILDING/STRUCTURE	LOCATION
A	St. Iberius' C. of I. Church	North Main St.
A-B	St. Selskar's Church	Temperance Row
A-B	St. Peter's College Chapel, Tower and Rose Window	Summerhill
B-A	Two slate-hung houses	Crescent Quay
B-A	Bank of Ireland	Crescent Quay
B	Courthouse and County Hall	Spawell Road
B	Tourist Office, formerly Commercial Buildings	Crescent Quay
B-C	Allied Irish Bank	Custom House Quay
B-C	National Bank (formerly)	Custom House Quay
-	The Old Town Wall incorporating all Towers and ancilliary structures, excluding that section previously referred to in Appendix A.	As Stated
-	Keyser's Lane	Off South Main St.
-	Convent Building, adjacent to the Church of the Assumption	Bride St.
-	Pauper's Graveyard	Coolcots Lane

As per An Foras Forbartha's Conservation and Amenity Advisory Service
document "Buildings of Historic and Artistic Interest in Co. Wexford",
by Maurice Craig and William Garner.

A - International Interest
A-B - National Interest

B - Regional Interest
B-C - Local Interest

NOTE: This document indicates many other examples of buildings and structures of
historic or artistic interest, including traditional shop-fronts, architectural
details and sign-writing. These are mainly graded as of regional or local
interest.

An additional document itemises monuments of archaeological interest.

APPENDIX C:

SHOPFRONTS:

It is the policy of the Planning Authority to encourage the conservation, improvement and provision of traditional and architecturally significant shopfronts and other buildings.

The survey of shop fronts which has been carried out show that there are many older frontages of traditional design with hand painted signs, some in good condition, some in need of renovation. In recent years there has been new developments and improvements which incorporated attractive new shop fronts following the same tradition. It is the policy of the Planning Authority to maintain and preserve the character and quality of the main shopping streets and quay front, encouraging shop fronts and advertising signs to reflect traditional styles. Since this policy will be applied to the whole town centre, no specific premises have been designated.

APPENDIX D

ZONING OBJECTIVE "A"

TO PROTECT AND/OR IMPROVE RESIDENTIAL AMENITIES

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

PERMITTED

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

OPEN TO
CONSIDERATION

NOT PERMITTED

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

ZONING OBJECTIVE "B"

TO PROVIDE FOR AND IMPROVE TOWN CENTRE FACILITIES

PERMITTED:

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

OPEN TO
CONSIDERATION

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

NOT PERMITTED

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

ZONING OBJECTIVE "C"

TO PROVIDE FOR AND IMPROVE NEIGHBOURHOOD CENTRE FACILITIES:

PERMITTED

Open Space, Public Service Installations, Education, Places of Public Worship, Medical and Related Consultants, Health Centres, (Clinics), Community Halls, Sports Clubs, Recreational Buildings, Cultural Uses, Clubs (Private), Restaurants, Public Houses, Shops, Shops (Convenience), Offices, Car Parks, Advertisements, Advertisement Structures.

OPEN TO
CONSIDERATION

Residential, Private Garages, Nursing Homes, Petrol Stations, Dance Halls, Discos, Night Clubs, Small Workshop/Craft Industry, Take-Away Food Facilities.

NOT PERMITTED

Residential Institutions, Hospitals, Guest Houses, Hotels, Repair Garages and Panel Beating, Motor Sales Outlets, Heavy Commercial Vehicle Parks, Wholesale Shops, Cash and Carry Outlets, Warehouses, Industry (Light, General and Special), Agricultural Machinery Outlets, Amusement Arcades.

ZONING OBJECTIVE "D"

TO PROVIDE FOR INDUSTRIAL AND RELATED USES

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

PERMITTED

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

OPEN TO
CONSIDERATION

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

NOT PERMITTED

ZONING OBJECTIVE "E"

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

Open Space.

PERMITTED

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

OPEN TO
CONSIDERATION

NOT PERMITTED

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