



Wexford County Council
Wexford Borough Council

Wexford Town & Environs Development Plan 2002



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Including:

- Variation No. 1 - Rezoning of lands at Coolcots, Wexford Rural E.D. Adopted 13/01/03(No change to text).
- Variation No. 2 – Not adopted
- Variation No. 3 – Rezoning of lands and amendments to development objectives at Townparks, Wexford Urban E.D. (Carcur) Adopted 14/07/03.
- Variation No. 4 – Rezoning of lands and amendment to development objectives at Townparks (former Wexford Electronix site), Wexford Urban E.D. Adopted 08/03/04 (amended by Variation No. 6).
- Variation No.5 – Rezoning of lands and amendments to development objectives at Townparks (former Pierces site), Wexford Urban. Adopted 06/09/04.
- Variation No. 6 – Rezoning of lands and amendment of development objectives at Townparks (former Wexford Electronix site). Adopted 09/05/05.

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Section 1

Introduction

1.1 Role of the Development Plan

A development plan is a statement of the aspirations of a community. It is an agreed statement by the community, indicating the community's wishes for any place, should any individual wish to alter the environment of that place.

The municipal borough and County Council of Wexford, acting through their public representatives, must redraw their development plan for Wexford Town and Environs every five years in accordance with the provisions of the current Planning Acts. This development plan replaces the existing development plan for Wexford Town and Environs, adopted in 1993. Wexford County Council and Wexford Town Council must review the Development Plan every six years as required by the Planning and Development Act 2000.

In the process of preparation for this plan, a number of working papers were prepared in order to inform discussion on aspects of change and development in the town and environs. The preparation drew on the information given by the people of Wexford through traffic and household questionnaire surveys in 1997 and 1998, together with other sources.

The Draft Plan also incorporates the County Wexford Housing Strategy 2001 as required by the Planning and Development Act 2000. This Strategy identifies the number of housing units to be provided over the Plan period taking into consideration population, household, house price and income projections. The Housing Strategy is set out in Appendix B of the Plan.

1.2 Vision Statement

1.2.1 Ideal town

When development activity is proposed for a town, it provides an opportunity to consider, control and direct that activity towards an eventual ideal model for the town. In order to focus on that ideal condition, the citizens of the town must have a vision or some comprehension of the principles involved.

1.2.2 Town in harmony with the natural environment

An obvious constituent in the development of an ideal urban state is that a town maximises on its physical context, which in Wexford's case includes contact with the sea, the surrounding pastoral countryside, and specific concentrations of natural scenery and wildlife habitats. To this aim the development plan should ensure the protection of these elements. It should also safeguard the public's enjoyment of them and protect the qualities of clean fresh air and clean water.

1.2.3 Town structured to serve its citizens

In an ideal state, the town would maximise on the benefits which derive from its form as a medium-sized town, the scale of which allows ease of social contact, ease of movement between living place and centre, and between schools, shops and work place, but with a sufficiently established scale of use that provides a comprehensive range of collected services to be availed of by its citizens.

An efficient circulation system would enable the scale of the town to be maximised by users, facilitating social and economic activity. The ideal town would support community activity with a framework of facilities and amenities which maximise quality of life but which also support the amenity of the residence and the residential neighbourhood as the first and most important element of the town.

1.2.4 Town which protects and enjoys its heritage

Any future plan should capitalise on the particular qualities of Wexford's built and social heritage, giving every citizen the chance to enjoy its network of narrow streets, its framework of pedestrian-friendly spaces, its commemorative events or its opera festival, such that the valuable social amenity and the rich built form of its centre will be enjoyed into the future.

1.2.5 Town as Regional Centre

As the principle town in the County, Wexford will continue to serve the needs of its people in terms of administration, education, retailing, employment, cultural, health and social services.

The local authorities' mission is to administer and protect the town and environs on behalf of the community, to facilitate the development of the area in accordance with the ideal model, while ensuring that this is achieved in a sustainable manner and that no short-sighted use of unreplenishable resources would deny this state to any future citizens of Wexford.

1.3 Demographic/Economic Profile

1.3.1 Demographic Profile

In 1996 there were a total of 16,280 persons living in Wexford Town and Environs,¹ which represented 15.5% of the total population in the County, even though the town and environs occupies only 0.6% of the area of the County. The last decade has seen a continued growth in the population of Wexford Town and Environs. In

¹ "Town and Environs", as determined by the Central Statistics Office, are defined in conformity with the United Nations recommendations, as the continuation of a distinct population cluster outside its legally defined boundary in which no occupied dwelling is more than 200 metres distant from the nearest occupied dwelling. Throughout the rest of this document, the term "Town and Environs" refers to those lands within the By-Pass together with some lands at Ferrybank.

the period 1991-1996 the population of the town and environs increased by 2.4%. This compared to an increase of 2.3% in the population of County Wexford and 2.8% in the national population over the same period (see Table 1). However, the population of Wexford Municipal Borough decreased slightly by -0.1% from 9,544 persons in 1991 to 9,533 persons in 1996. The overall growth in the population of Wexford and Environs was only experienced in the environs of the town, where the population increased by 6.2%.

Of the total population in Wexford Town and Environs in 1996, 49% were male and 51% were female. This compares to a roughly equal split between males and females in County Wexford and nationally in 1996. The number of females increased at a greater rate than males in the period 1991-1996 (by 4.5% as opposed to 1.6% for males).

Table 1 Total Population of Wexford Town, County Wexford and the State, 1986-1996					
AREA	TOTAL POPULATION			% CHANGE	
	1986	1991	1996	1986-91	1991-96
<i>Wexford Municipal Borough</i>	10,336	9,544	9,533	-7.7	-0.1
<i>Wexford Rural</i>	5,470	6,354	6,747	+1.6	+6.2
<i>Wexford Town & Environs</i>	15,806	15,898	16,280	+0.6	+2.4
<i>Co. Wexford</i>	102,552	102,069	104,371	-0.5	+2.3
<i>State</i>	3,540,643	3,525,719	3,626,087	-0.4	+2.8

Source: Central Statistics Office, 1996

1.3.2 Age Profile

The age profile of Wexford Town differs somewhat from that of the County and Country. There was a smaller proportion of young persons (0-14 years) in Wexford Town and a larger proportion of adults (15-64 years) compared to the County and Country (see Table 2). There was a similar proportion of aged persons (over 65 years) in the three areas.

Table 2: Age Profile of Wexford Town, County Wexford and the State 1996			
Age Cohort	Wexford & Env.	Co. Wexford	State
0-14 Yrs.	22%	25%	24%
15-24 Yrs.	18%	16%	17%
25-44 Yrs.	29%	27%	28%
45-64 Yrs.	20%	20%	19%
65+ Yrs.	11%	12%	11%

Source: Central Statistics Office, 1996

In the period 1991-1996 the population of Wexford Town witnessed a decline in the proportion of young persons (0-14 years) and an increase in proportion of older adults (aged 25-64 years), in line with national trends (see Table 3). The proportion of aged persons, over 65 years, remained similar in the period 1991-1996. As a result the age dependency rate for Wexford Town (33%) was lower than that for the County (36%) or nationally (35%) in 1996.

Table 3: Age Profile of Wexford & Environs, 1991-1996

<u>Age Cohort</u>	<u>1991</u>	<u>1996</u>
0-14 Yrs.	3,868 (25%)	3,459 (22%)
15-24 Yrs.	2,762 (18%)	2,785 (18%)
25-44 Yrs.	4,154 (27%)	4,631 (29%)
45-64 Yrs.	2,902 (19%)	3,228 (20%)
65+ Yrs.	1,707 (11%)	1,759 (11%)

Source: Central Statistics Office, 1996

1.3.3 Household Structure

There was a total of 5,207 households in Wexford and Environs in 1996. Of these, 99.6% were private households (5,185 households) and 0.4% were not (22 households). This is in keeping with national figures. The average number of persons per household² was only 2.97 in Wexford Town in 1996, compared to 3.26 in County Wexford and 3.14 nationally. The average number of persons per temporary household was significantly higher than for permanent households, 4.00 as opposed to 2.97. The proportion of lone parent households was slightly higher in Wexford Town (10%) than in the County (9%) or nationally (9%).

1.3.4 Employment Profile

In 1996 there were a total of 5,820 persons over the age of 15 years at work, this represented 47% of persons over 15 years, the same proportion as in national figures (see Table 4). 79% of those at work in Wexford Town were in full-time occupations, which compares favourably with County and national figures. The unemployment rate³ for persons over 15 years was 8% in the Town compared to only 7% in the County and 7% nationally in 1996. The unemployment rate amongst 15-24 year olds was particularly high in the Town at 23.8%, compared to only 22.5% nationally in 1996.

² Households living in temporary accommodation.

³ The unemployment rate is calculated as the total number of those unemployed or seeking their first job as a proportion of the total numbers who are unemployed, seeking their first job or at work.

Students accounted for 9% of the population over 15 years compared 12% nationally (see Table 4). This may be reflective of the lack of third level education facilities in Wexford town.

More recent figures from the Department of Social Welfare indicate there were a total of 2,980 persons on the live register in Wexford in June 1998 (see Table 5). The Live Register serves a wider catchment area than the immediate town and environs. Nevertheless, it does indicate a significant decline on unemployment figures in the previous twelve months (a 12% decrease).

Table 4: Persons Over 15 Years by Present Status, 1996

<u>Area</u>	<u>At Work</u>	<u>1st Job Seeker</u>	<u>Unemployed</u>	<u>Student</u>	<u>Other</u>	<u>Total</u>
<i>Wexford Town</i>	5,820 (47%)	189 (2%)	1,053 (8%)	1,151 (9%)	4,190 (34%)	12,403
<i>Co. Wexford</i>	35,321 (45%)	1,310 (2%)	5,812 (7%)	8,177 (10%)	27,867 (36%)	78,487
<i>State</i>	1,307,236 (47%)	27,592 (1%)	199,136 (7%)	339,596 (12%)	893,103 (32%)	2,766,663

Source: Central Statistics Office, 1996

Table 5: Numbers on the Live Register at Wexford Employment Office, 1997/1998

<u>Area</u>	<u>Total Numbers of the Live Register</u>		
	<u>June 1997</u>	<u>May 1998</u>	<u>June 1998</u>
Wexford	3,384	2,933	2,980

Source: Central Statistics Office, 1996

Youth unemployment (persons under 25 years who were unemployed) accounted for 21.4% of the total unemployed persons. The number of persons under 25 years who were unemployed in June 1998 was 637 persons, 48.5% were female and 51.5% were male (see Table 6). In terms of duration of unemployment, census data indicates that 55% of those who were unemployed in 1996 were long-term unemployed (unemployed for more than two years), compared to 54% in County Wexford and 44% nationally. This indicates problems of both long-term unemployment and youth unemployment are prevalent in Wexford.

Table 6: Numbers on the Live Register at Wexford Employment Office, June 1998

<u>Age</u>	<u>Female</u>	<u>Male</u>	<u>Total</u>
Under 25 Years	309	328	637
25 Years and Over	1,035	1,308	2,343
Total	1,344	1,636	2,980

Source: Central Statistics Office, 1996

According to the Wexford Area Partnership over 42% of urban unemployment is concentrated in six areas in Wexford Town, as follows; the Coolcots area, Maudlintown, Liam Mellows Park, Clonard, Main Street and John Street/Road. These areas need targeted action in tackling the problem of unemployment.

1.3.5 Occupational Profile

The socio-economic profile differs substantially between the Town & Environs and the County. As indicated in Table 7, 22.3% of persons were classified as being professionals in the town, compared to 18.5% in the County and 23.8% nationally. Those classified as semi-skilled and unskilled workers accounted for 25.7% of the population over 15 years in the Town, compared to 19.2% in County Wexford, while those classified as non-manual and manual skilled workers accounted for 36.1% of persons over 15 years compared to 29.0% in the County (see Table 7).

Table 7: Socio-Economic Profile, 1996				
	Socio-Economic Group			
<i>Area</i>	<i>Professional</i>	<i>Non-Manual/ Manual skilled</i>	<i>Semi-Skilled/ Unskilled</i>	<i>Other*</i>
Wexford Town	22.3%	36.1%	25.7%	15.9%
Co. Wexford	18.5%	29.0%	19.2%	33.3%
State	23.8%	31.1%	17.2%	27.9%
<i>* Includes own account workers, farmers, agricultural workers and others.</i>				
<i>Source: Central Statistics Office, 1996</i>				

1.3.6 Educational Profile

In terms of level of educational achievement, a larger proportion of persons in Wexford town were educated up to third level compared to the County, 16% as opposed to 13% (see Table 8). This, however, was still less than the national average of 19%.

The unemployment rate for those with a third level education was 4% in 1996, compared to 5% in the County and 6% nationally. This indicates good job opportunities for those with third level qualifications.

Level of Education	Wexford Town	Co. Wexford	State
Primary	28%	33%	28%
Lower Secondary	26%	24%	20%
Upper Secondary	28%	27%	29%
Third Level	16%	13%	19%

Source: Central Statistics Office, 1996

1.3.7 Population/Household/Workforce Projections

Projections are based on a range of factors, for which assumptions must be made. Assuming a continued fall in the fertility rate, a slowing down in the mortality rate and a continued increase in migration levels until the year 2016, then it can be projected that the population of Wexford Town will increase to 17,200 persons (8.4%) by the year 2001 and 18,888 persons (19.1%) by the year 2006. The total population will increase by 4,408 persons over the period 1996-2011, representing a 27.8% increase in the demand for residential property (see Table 9).

The rate of population growth will be greatest amongst the “retirement age group”, while those of “pre-school age” will increase significantly over the 1996-2001 period after which the rate of growth will slow down (see Table 10). The numbers at “school age” will fluctuate over the period 1996-2011, while those of “working age” will steadily increase up to the year 2011. As a result it can be estimated that the total workforce will increase by 6.9% (to 7,373) to the year 2001 and by 12.8% (to 7,778) to the year 2006 (see Table 9).

Assuming that the number of persons per household continues to fall, it can be estimated that the total number of households in Wexford will increase from 1996 figures by 10.7% (to 5,738 households) to the year 2001 and by 24.6% (to 6,460 households) to the year 2006 (see Table 9).

Year	Population	Households	Workforce
1996	15,862	5,185	6,896
2001	17,200	5,738	7,373
2006	18,888	6,460	7,778
2011	20,270	7,006	7,936

Source: Environmental Resource Centre, UCD, 1998

1.3.8 Future Land Needs

Based on the foregoing household projections, it is estimated that 28 hectares of land will be required for future development by the year 2001 and 36 hectares by the year 2006 (Note that land need assumptions are based on an average housing density of 8 dwellings per acre).

The residential land use need associated with these projections would appear to be surprisingly low, given the current rate of development in the town and environs (623 houses have been built in the past three years alone)⁴. Considering the economic performance of the state, it is necessary to take a more aggressive attitude to changes in headship and marriage rates in projecting household formation. What emerges is that over half of new household formation will be by single people in the five year period from 1996-2001. On this basis, the population of the town and environs can be expected to increase by about 873 persons in the period 1996-2001, with a formation of households at 803 and subsequent land requirements of 40 hectares. In the period of 2001-2006, the population can be expected to increase by 1,141 or 660 households, requiring an additional 33 hectares of land. These population increments would give a total population of 17,153 (an increase of 5.3%) in 2001 and 18,294 (increase of 12.3%) in 2006.

Table 10: Population Projections of the Different Age Cohorts, 1996-2011

Category	1996	2001	2006	2011
Pre-School Age	1,079	1,603	1,736	1,721
School Age	3,856	3,508	3,951	4,559
Working Age	9,168	10,106	10,761	11,158
Retirement	1,759	1,983	2,440	2,832
Total	15,862	17,200	18,888	20,270

Source: Environmental Resource Centre, UCD, 1998

1.4 SETTLEMENT CONTEXT AND FUNCTION

1.4.1 Context

Wexford is located in the south-east region of Ireland, which is the closest Irish region to mainland Europe. The South-East Region occupies an area of 9,405 sq. km. which is 13.5% of the area of the State. County Wexford is bordered by the Atlantic Ocean to the south, the Irish Sea to the east, County Wicklow to the north

⁴ Note that with a significant amount of housebuilding in the Wexford Town and Environs being investor driven, for the rental market, these figures may be indicative of a trend towards the over supply of rental homes. If the market becomes saturated with such accommodation, these houses may come on the market at more affordable prices.

and Counties Carlow, Kilkenny and Waterford to the west. Wexford Town itself is situated on the west bank of the River Slaney Estuary in the south east of the County. Wexford is served on the national primary network by the N11 and N25 which link the towns and cities on the south and east coast of the country. Both the N11 and N25 form part of the developing Euroroutes E01 (Larne-Belfast-Dublin-Rosslare Harbour) and E30 (Rosslare Harbour-Wexford-New Ross-Waterford-Cork) respectively. These have made Wexford highly accessible from both the north and south of the country. Continuing improvements to the E01, particularly the Arklow By-Pass and proposed Gorey By-Pass, will place Wexford within an hour and a half driving time from Dublin. The N11, as a relief road bypasses the town centre and connects with all other roads identified above. The town is also served by a network of regional and local roads, including the R741 and R733 which link Wexford with the towns of Gorey and Duncannon respectively.

Wexford is on the main Dublin-Rosslare Harbour railway line. The railway further emphasises the locational advantages of Wexford in it's national and regional setting. The town has easy access to major ports on the east and south coast, most notably Rosslare Harbour, which is one of the most important commercial ports in the Country. The recent tax designations of Rosslare Harbour have raised its prospects of becoming a significant industrial, warehousing and distribution centre. Wexford is also close to Waterford Regional Airport and within 90 miles of Dublin International Airport.

1.4.2 Function

Wexford Town is the largest town in the county and follows Waterford, Kilkenny and Clonmel as being the next largest population centre in the South-East Region. It is the administrative capital of the County, containing the Headquarters of both the Urban and County administrations. The establishment of the Environmental Protection Agency, and the Department of Agriculture, Food and Forestry at Johnstown Castle has had an important influence in the development of the town and environs, by increasing the demand for housing and other services. It is also the principal centre for health and social services in the county with Wexford General Hospital located in the area. There is, however, an absence of a third level educational facility. Wexford in the future should exploit the ever growing demand for further and higher education.

Wexford is an important retail and commercial centre with a range of service facilities. However the surrounding towns of Carlow, Kilkenny and Waterford each have a larger and more established retail base. This is largely due to the fact that they serve a wider catchment area than that of Wexford, which is limited by it's coastal location. These competing centres are each located between 40 and 50 miles from Wexford.

The town of Wexford serves a rich agricultural hinterland which has formed an important element in the economic activity of the area. The success of agriculture in the locality can be attributed to a number of factors including the fact that farm sizes in the south-east are twice that in the west and border regions, capable of higher levels of organised production. The younger-than-average age profile of

farmers in the area has contributed to an enterprise culture in farming which has also positively affected agriculture in the area. Fishing is also an important economic activity, with a small fishing fleet based at Wexford and its attendant shellfish and fish processing industries, although the town's importance as a port has long since declined with the silting up of the harbour and bay and changes in ship handling. It may be economic in the future to develop marine and land based aquaculture in the area.

Tourism is also an important element in the town's activity, with a wide range of tourist attractions in both the town and the surrounding area. These include Curracloe Beach and The Raven, Johnstown Castle, the National Heritage Park, the estuary, Wexford harbour (for which environmental improvement works are currently being undertaken) and a wide range of festivals and activities including the opera festival which draws a large number of tourists, both nationally and internationally, each year. In addition the European Heritage Trail, which starts in the south-east and ends in Normandy, passes through Wexford Town. In 1996 alone, two million people visited the south-east region as a specific destination. This represented 17% of the total visitors in Ireland in that year. Wexford should continue to develop tourism.

1.4.3 Form

The town of Wexford is set in a coastal landscape of high natural amenity. Few towns have such an extensive coastline and waterfront area. Much of the urban area is bounded by water, including the River Slaney, its estuary and Wexford Harbour, all of which are visible from the town's environs.

The town is established on the south bank of the River Slaney where the river meets the sea. A bridge links it to the north side of the river where the small suburb of Ferrybank has developed. The landscape slopes uphill from the waterfront, providing a backdrop to the historic town centre with its dramatic Church steeples. Slopes rise and give way to a plateau of more level land to the south west of the town and it is in this direction that the town has developed over the past fifty years. The town's southward expansion has been constrained somewhat by the presence of a large rock escarpment which runs southwestwards between Trespan Rock and Rocksborough. It is an area of high visual and natural amenity, clearly visible from the Rosslare Road.

There has been little development immediately north-west of the town in areas known as Carcur and Park. Carcur contains an area of freshwater tidal marsh and the former landfill dump. Park includes an established low density residential area containing a number of large houses and significant tree groupings. It gives way to the steeply sloping Ballyboggan River Valley. The valley contains an extensive area of natural oak woodland which is clearly visible on approaching the town from the E01/N11 (Dublin/Enniscorthy).

The town centre has a very clear structure, which is focused on a spine in the form of the Main Street. It is attractive to the pedestrian in both scale and use, made up of attractive small scale plots. The waterfront, just a short distance away, provides

a broader scale of activity with large serviceable site divisions, which enables it to become a service edge to the dense structure of the town centre. The spine of the town gives way along its west side to an area of traditional urban housing in a well maintained condition.

Overall, the town's structure has remained fairly compact and its industrial lands are grouped into tidy specific areas. There is however noticeable ribbon development on the agricultural lands between the town and the by-pass. The by-pass itself is a significant edge-feature and acts as a development boundary to the south and east. A number of radial routes connect the town centre with the by-pass, providing a basic structure for the town's development. Each of the radials is approximately two miles in length, and the town's suburbs extend, from the centre, for just over a mile along these radials.

1.5 STRATEGY

The expansion required in both the short-term and long-term (see Section 1.3.8) to satisfy Wexford's needs, may be used to develop and extend the existing town structure in a number of ways. It is necessary to consider and be aware of the principle development options for the town so that no long-term options are closed by lack of foresight as development occurs. There are in particular, five directions which Wexford might take in its development strategy.

1.5.1 Strategy 1 - Diffusion

Wexford could select a strategy where population expansion would no longer be concentrated in the town itself. Instead expansion might be absorbed by surrounding villages such as Castlebridge, Oilgate and others. These villages might develop as satellite communities while the existing town edge would remain essentially as it is, without pressure for further extension. There are two reasons however for not pursuing such a strategy. Firstly, the existing town is still below the threshold of size above which it would support the development of internal local public transport or the development of a critical mass of shops to satisfy regional needs. It is also below the threshold that allows the development of a number of higher rank central place functions. Secondly, the social character and infrastructure of the surrounding villages are not ready to accept the imposition of sudden and radial population increase due to out migration from Wexford.

1.5.2 Strategy 2 - Linear Expansion

In Wexford, the railway is remarkably placed in that it provides a possible public transport link between the very centre of the town and underdeveloped lands immediately to the north and south, in addition to linking it to other possible attractions at Rosslare Harbour and Ferrycarrig. A second strategy which the town might chose, is to develop some of the characteristics of its rail link in order to extend the town in a linear fashion northwards and southwards from the core along the coast.

The amenity of the coast, coupled with the access of the coastal rail link to the centre, introduces the opportunity to locate many different uses along this link. The rail link as an existing corridor could of course be used for light rail, such as a rail bus service in the future. There are large areas of available land for future residential use both to the north and the south and stations could be located anywhere along the line, including at the town centre.

It must be assumed however, that a rail link supported by residential uses which might develop along its line, would be competing with extremely good road links running almost parallel. For this reason its attraction might be difficult to establish.

1.5.3 Strategy 3 - Diffusion of Town within By-Pass Area

A third strategy which Wexford might pursue is that of using the bypass as a circulation route, developing residential neighbourhoods against the bypass, separated by green parkland from the town edge proper. This would draw pressure away from the town edge and spread the existing town in a more dispersed manner enabling greater scope for the development of extensive open space within the suburbs. This proposed dispersal would be similar to a dispersal of the population to outer settlements, as in the first strategy, except that here the settlements would be purpose-built within the town's environs. One disadvantage of this strategy however, is that it is considered unwise to rely on a large expansion of numbers in order to complete the form of a new town or new suburb. Such suburbs might very well turn out to be half-complete.

1.5.4 Strategy 4 - Displaced Centre

Another strategy considered to take development pressure off the town centre, and thus to take pressure off the need to gain access to the town centre is one which might be referred to as the displaced centre strategy. At present the town and environ's edges are defined by the sea and the by-pass, delineating an oval form with its centre of activity currently to one side, close to the sea edge. This strategy would involve the creation of a new centre, centrally placed and accessed from all sides equally with less concentrated congestion. However, in the long established urban structure of Wexford, to which residents and commerce has adjusted, it is considered that there is not sufficient development activity to induce the change that would allow the town to adjust sufficiently quickly to such a new structure to make that structure viable.

1.5.5 Strategy 5 - Consolidation of Radial Structure

A final strategy considered is one which might use the existing structure with its series of radials and its one sided semi-circular characteristics and refine or consolidate this structure to increase its efficiency.

Here a number of radials might be selected, two north of the centre and two south linking the bypass with the town centre, to each end of the centre's linear spine. The existing shell of older residential areas around the centre to its southwest

would remain unpenetrated by major routes, maintaining a pedestrian scale of contact between the older inner suburbs and the centre. This strategy would be highly sustainable and would extend in an easily adjustable fashion the existing and recently developing structure of the town. It would represent the concept of supply-based planning.

1.5.6 Direction

The above strategies are not mutually exclusive options. They represent a number of scenarios from which the town might select the constituents of its future form. They are outlined here, in order to encourage an open view in selecting the town and environ's future direction for development. The plan selects the most compatible systems, and the strategies so described have been tested in the plan's analysis in order to ensure that the plan in its short-term period of operation does not close any future development options for Wexford.

The chosen strategy adopts Strategy 5 – “Consolidation of the Radial Structure” as it complements the existing structure of the town, is easily achievable and is deemed to be sustainable. This strategy is aimed at protecting the character, quality and function of the town centre as the premier shopping district of the County.

The strategy aims to achieve a balance in the provision of residential densities. Higher density development areas are focused along two of the main radial routes leading into the town (specifically targeted to accommodate increases in residential densities along strategic transportation corridors) as well as on undeveloped and brownfield sites within existing urban areas close to the town centre. Two areas of low residential density are identified and these are focused in general areas of high landscape amenity, ie., to the north of the town at Park and to the south of the town along the Mulgannon Road (this being a cul-de-sac road in close proximity to the southern escarpment that leads south from Trespan Road) in the vicinity of the golf course.

A system of concentric ‘link’ routes will be developed to connect the radials to each other and these, it is planned will accommodate a future public transportation network or route (ie. Bus routes). This network of radials and link routes will facilitate the provision of a number of ‘loop’ trips from the town centre to the residential areas west of the town centre.

The plan aims to consolidate the existing structure of the town and focus development in a sequential approach from the town centre outwards in a balanced manner. Although some development is permitted in the Ferrybank area north of the river, there is a general restrictive policy on development in this area. This is based on analysis of date undertaken as part of both an Origin-Destination Study and a Household Questionnaire Survey revealing trip patterns. It is important that any spare capacity of the bridge/Ferrybank Road to retained for the expected increase in trips generated from the future developments in the villages and rural hinterlands of Castlebridge, Curraclloe, Blackwater, Kilmuckridge and even north to

Courtown and Ballycanew. In addition to this factor, lands at Ferrybank remain unserved.

The zoning provisions contained in the plan are deemed to be adequate for the future six year period of the plan and the outer areas of the plan in the vicinity of the by-pass are reserved for future long-term developments. The plan therefore restricts development in these areas, and reserves them for development types and patterns that may be more significant in terms of social, economic, environmental and technological changes that may emerge over the lifetime of this plan.

The future development strategy is developed in more detail in the following section - Section 2.1, entitled "Transportation and Urban Structure".

Section 2

POLICIES / OBJECTIVES

2.1 TRANSPORTATION AND URBAN STRUCTURE

2.1.1 Analysis

The existing structure and form of Wexford has been outlined in Section 1.4 and the long term development strategy has been examined in Section 1.5.6. This Section outlines and develops the strategy for the period of the plan, which aims to direct development and expansion in such a way that the efficiency of the structure increases, and its development becomes self-supporting.

Like most other Irish towns, Wexford suffers from the effects of growing car traffic particularly in the town centre. Through traffic has been significantly reduced since the construction of the by-pass for the town. Despite the existence of a by-pass, a traffic survey for the town has indicated that there is a certain amount of town centre through-traffic which has no destination in the town. Given the availability of a by-pass and in order to minimise the environmental impact of traffic on the town as much as possible, it is desirable that internal traffic between zones within the town be re-routed via the by-pass even where this may occasionally result in longer trips.

An effective way to provide for all of the town's future development scenarios, while allowing for an expansion which maximises and supports the existing structure, is to strengthen the radial routes and to direct all activity from suburbs onto radial routes, which as collectors feed the Town Centre at its most supportive parts, at the north and south ends of Main Street.

The strategy proposes to develop four radial routes from by-pass to centre, two leading to the north of the main street and two to the south. These would feed good quality car parking which would be provided in close proximity to high quality shopping. This would maintain activity at each end of the town centre, at strategic locations, with the centre proper developing as a spinal route (along Main Street) linking the activity of these two "nodes". These two nodes would define the town centre at either end and within it efforts would be made to encourage the intensification of under-utilised sites and the development of backlands, in order to consolidate the existing form of the centre. The concentration of car parking at the nodes and off-street car parking within the centre, would free up some areas for pedestrianisation and improve circulation along the Quays.

The radials, which connect the town centre to the by-pass, would themselves be linked by secondary concentric routes at intervals - known as Link Routes (See Figure 7, Transportation Strategy). Residential neighbourhoods would connect to the concentric link routes directly, or via distributors; or where convenient, to the radials. Accessibility or permeability to the west side of the town centre, between suburb and centre would be increased for pedestrian and cyclist movements. Therefore, residential neighbourhoods would relate, either via the link routes to the

radial routes and thus to the town centre, or via pedestrian and cycle routes directly to the Town Centre between the radials.

The system of radials and Link Routes, it is planned, will accommodate a future public transportation network (ie bus routes and bus bays).

The Development Plan attempts to concentrate new development such that each of the radials would carry equal activity supporting the central poles evenly. Industry, concentrated in two segments of land, would relate directly to the radial routes, connected clearly therefore, to the by-pass for distribution and to the residential neighbourhoods for employee access.

It is considered that significant improvements in the environmental quality in the urban area require a radical reappraisal of the town's system of traffic circulation. It is suggested that the use of the car should be reduced in favour of other modes of transport. Policies focused on car parking facilities and short trips such as journeys to school can be quite effective at improving traffic circulation. Policies to this effect will be particularly important in view of the likely increase in traffic volumes during the period of the development plan and beyond.

A reduction in the use of the car is difficult to achieve. Research has indicated that car parking policies are more effective in changing personal mode of transport than is good public transport. A well targeted car parking policy in conjunction with a clear structural hierarchy of roads is therefore required. Car parking surveys carried out in the town show that there is scope for further reduction of on-street car parking in favour of off-street car parking and further restrictions on long-term car parking facilities in favour of short term car parking use.

Cycling and walking are particularly suitable modes of transport for children going to school. A specific survey was carried out which indicates that, although the vast majority of school children in Wexford own a bicycle, bicycle use in both primary and secondary schools, is very low (between 4% and 5%). The car is used for a considerable portion of trips (26-32%) even though a large proportion live within a 4 km radius from the school: 94% of children in the case of primary schools, and 60% in the case of secondary schools. The survey also indicates that improvement in road safety would remove one of the main obstacles preventing the use of cycling as a mode of transport for school trips.

Car parking facilities in the town centre will be provided on the basis that these should serve business and leisure uses but discourage use of cars for commuting purposes. On-street car parking will be reduced to minimise congestion along main traffic routes and to provide more space for pedestrians, cyclists and public transport on other roads. Off-street surface and multi-storey car parking facilities should be provided at strategic locations, since good, accessible and attractive car parks remain an important objective for the town. Between 43% and 54% of all car traffic into the town, has the town centre as its destination.

Development plan policies are specifically directed to reduce the use of the car for trips with both an origin and destination in the town. This will be achieved by the

car parking policies discussed above, but also by specifically encouraging a greater use of bicycles for school trips and by the provision of public transport. In order to create safe and attractive routes for children to cycle to school, specific routes have been identified and improvement measures proposed where a high potential demand for school trips exist.

The by-pass has created areas with good road access which are outside the existing developed area of the town. These areas are likely to come under pressure for development in the years ahead. Appropriate land use planning policies are necessary to avoid a proliferation of development pressures, but since the by-pass forms part of the national road network, with the proximity of Rosslare Harbour, this zone of development land also offers strategic development opportunities.

Suitable lands which are easily accessible, close to the by-pass, have been identified for long term reservation as a strategic land resource for industrial uses reliant on commercial traffic movements or developments that generate heavy traffic. Such users would include those engaged in warehousing, light assembly operations and distribution. These lands give Wexford a strategic advantage while the policies ensure that the environmental impacts on the town, of land uses that generate heavy traffic movements (noise, air and visual intrusion) are kept to a minimum.

2.1.2 Policies

It is the Policy of the Local Authority to:

- Concentrate industry on newly zoned and previously zoned land combinations at Whitemill, Drinagh and Sinnottstown.
- Actively encourage the development of brownfield or derelict sites within the urban area.
- Encourage, strengthen, and expand the pedestrian network of streets and spaces which support the activity of the Town Centre.
- Support improved access along the four principle radial routes (see Figure 7)
- Use economic incentives to strengthen parts of the urban structure where reduced economic confidence is evident.
- Examine suitable locations and/or other provisions for long term parking by commuters, where this car parking may otherwise affect the amenity of the Town Centre and adjacent residential areas.
- Adopt a system of circulation for car traffic which limits through traffic in the town by implementing traffic cells, radial routes and distributor roads.
- Carry out road improvements to implement the system of radial routes and distributor roads.
- Provide car parking facilities at both ends of the town centre close to the radial routes and at strategic locations within the town centre.
- Introduce traffic management measures within the town centre to discourage car circulation and facilitate pedestrian movement, cycling and public transport initiatives.
- Encourage greater use of bicycles for school trips and short journeys and adopt a system of cycling routes and associated environmental improvement measures.

- Adopt long term reservation policy for land for transport-dependent land uses accessible from the by-pass framework.
- Adopt car parking management standards within the town centre that reduce on-street car parking in favour of off-street car parking and a restriction of long term car parking (i.e., commuter) facilities in favour of short term (business and leisure) car parking use.
- Reserve lands for road improvement proposals by means of acquisition and development control.
- Develop and support public rights of way.
- Review, extend and adopt, proposals to improve traffic management and parking controls so as to allow for optimum use of streets in the town.
- Control access and the number of junctions onto the National and Regional Roads, in the County area, in the interest of safety; the free flow of traffic; the need to avoid the reduction in capacity; level of service and the dissipation of the public capital investment involved.

Require all Link Routes to include provision for bus bays and cycleways.

2.1.3 Objectives

It is the objective of the Local Authority to:

- T1 Improve junctions and traffic flow where appropriate on the routes or locations specified below. In carrying out these improvements the Planning Authority will protect the existing fabric of the town.
- Hill Street/Spawell Road at Glena Terrace
 - Faythe Lane/Mulgannon Road/Mill Road
 - Coolcots Lane/Belvedere Road Junction
 - Belvedere Road/Newtown Road
 - Junctions along the Quay
 - Junction of South Main Street and King Street
 - Junctions along Quays in particular at Wexford Bridge
- T2 Reconstruct, realign, improve and upgrade, key radial roads and streets, including the improvement of junctions along their routes in order to safeguard the free flow of traffic and in the interest of road safety. These radials include:-
- Distillery Road, Newline Road and Duncannon Line
 - Newtown Road and Hill Street
 - Enniscorthy Road and Carcur Road
 - Rosslare Road and Trinity Street
- T3 Complete the Northern extension of the Inner Relief Road between Coolcots Lane and Newtown Road, including improvements to the junction on Newtown Road (First Stage)
- T4 Complete the Northern extension of the Inner Relief Road between Newtown Road and Enniscorthy Road (Second Stage). **Provide for new roundabouts**

**and provide for Inner Relief Road and the Reservation of Link Road.
(INSERTED by Variation No. 3, 14th July 2003)**

- T5 Provide new road access off Enniscorthy Road to facilitate sporting developments at Carcur and Park.
(and reserve lands for possible long term bridge crossing of the Slaney River, from Carcur to Crosstown & Crossabeg Road.) **(DELETED by Variation No. 3, 14th July 2003)**
- T6 Provide new access to Whitemill Industrial Estate from Duncannon Line.
- T7 Reserve a Link Route from the Enniscorthy Road to the Newtown Road; from the Newtown Road to the Clonard Road and from the Clonard Road to the Newline Road. **Provide for new roundabouts and provide for Inner Relief Road and the Reservation of Link Road. (INSERTED by Variation No. 3 14th July 2003.)**
- T8 Reserve Link Route from Newline Road to Sinnottstown Lane.
- T9 Pursue the provision of multi-level car parking facilities at locations at north and south ends of the town, close to key radial routes.
- T10 Designate a bus parking facility on lands east of Redmond Square, between the Bridge and the North Railway Station.
- T11 Examine the feasibility of providing a bus set-down area in the vicinity of Crescent Quay Car Park.
- T12 Increase the capacity of King Street by traffic management.
- T13 Consolidate bus/public transport routes to relate to the circular routes, the radial routes, and the Town Centre nodes (no map reference).
- T14 Pursue the provision or improvement of the following routes and their junctions in the interest of cycling safety, and examine the feasibility of providing cycle stop lines, loop detectors, bicycle pockets, cycle gaps, alternative safe access routes to schools, signs, cycle paths and/or cycle lanes at appropriate locations.
- Mill Road, Faythe Lane and the Faythe (to junction with William Street) and Fishers Row.
 - Joseph Street, Carrigeen Street and Grogans Road (from junction with Carrigeen Street to Presentation Convent).
 - Church Street and Bride Street.
 - School Street, Francis Street, Rowe Street, Lower and Upper John Street.
 - Georges Street Upper and Lower.
 - St. John's Road via right-of-way from Westlands to Windmill Hill.
 - Waterloo Road and Francis Street.

- Kennedy Park (from junction with Clonard Avenue to junction with St.Aidan's Road).
- Windmill Hill and Whiterock Road.
- Liam Mellows Road and Corish Park Road.
- Summerhill Road.
- Green Street and Thomas Street.
- St. Ibar's Villas, Coolcots Lane
- Connection from Coolcots Lane to Ferndale Neighbourhood Centre with improvements along Ashfield Drive to Belvedere Grove.
- Belvedere Grove to Windmill Hill.
- St. Ibars Villas (along Newtown Road, from Wygram Place to Hill Street).
- Hill Street and Spawell Roads.
- Westgate and Temperance Row.
- All radial routes (Ferrycarrig Road, Newtown Road, Newline/Duncannon Road, Rosslare Road)

T15 Provide car parking for people with disabilities in the area of Main Street.

T16 Improve road surfaces on the Clonard Road and Coolcots Lane.

T17 Identify and reserve lands for Park and Ride facilities, with adequate internal and perimeter landscaping on each of the following routes:

17 Rosslare Road; Ferrybank Road and the Newtown Road (No Map Reference).

T18 Provide Bicycle Parking Facilities at appropriate locations in the town center.

T19 Ensure, in conjunction with Iarnrod Eireann, that adequate safety measures, including warning signs, are provided at the crossing of the railway line near Wexford Bridge.

T20 Examine design initiatives to reduce traffic speeds on the Rosslare Road.

T21 Provide for new access point and road to serve lands at Park and Stonybatter. (INSERTED by Variation No. 3 14th July 2003.)

2.2 THE TOWN CENTRE

2.2.1 Analysis

The Town Centre has retained much of its original form along Main Street and the adjacent streets and spaces associated with it, such as the Bull Ring and the Cornmarket. This gives a rich character to the area, full of history and identity, which is immensely enjoyable at the scale of the pedestrian. The centre does have spare capacity for infill development, along Main Street at its south end and in the larger sites of under-used lands between the Main Street and the Waterfront at

various intervals. The Development Plan proposes to strengthen the structure of the centre around a number of key constituents.

The Main Street should continue as the central focus or spine of the town. Working studies have shown that the extent of the Main Street sits comfortably within the typical walking catchment of a Town Centre. Shopping and pedestrian activity along the Main Street will be encouraged and this will be strengthened by the objective to create two nodes of commercial activity and car parking, at the north and the south termini of the Main Street.

Urban Renewal Incentives have recently been used to encourage the north and south end of the centre. The incentives have been successful at attracting investment and development at the north end. It is proposed to support the south end by facilitating the creation of a strong corresponding node of activity accessible through the radial collector routes, terminating and strengthening the end of the Main Street as a retail spine. This would be supplemented by other retail or service activity where land becomes available to the east of the Main Street, between it and the Quays.

2.2.2 Policies

It is the policy of the Local Authority to:

- Encourage appropriate commercial uses on the Main Street and its associated spaces.
- Encourage uses which support pedestrian activity on the Main Street and its associated spaces.
- Encourage medium-scale retail and service uses in the area between the Main Street and the Quays.
- Encourage delivery and service access to the east side of the Main Street by way of archway and laneway access from the Quays through the intermediate block.
- Encourage short-frontage uses that support vibrant activity along the Main Street spine and associated streets.
- Assess proposals for retail services other than shopping on the main streets or associated streets, on the merits of the individual proposals.
- Encourage upper floor residential use in the central shopping streets, and in existing or newly created spaces associated with these streets.
- Allow small offices to be located on the upper floors of buildings in the town centre, except on streets where residential character is predominant.
- Support existing linkages in the town centre on both sides of the Main Street spine. Excessive permeability would reduce the amount of pedestrian traffic along the axis of the Main Street. The proposed routes and connections will be assessed on their merits, in the context of maintaining the vitality and vibrance of the Main Street.
- Develop and maintain continuity of active shopping on the Main Street ground floors.

- Encourage facilities for bicycle parking and to support the provision for child minding facilities, toilets and seating areas in the Town Centre and in other centres of shopping activity.
- Encourage infill development which presents a strong facade line along the Quays.
- Discourage office uses at ground floor level on the Main Street. Over-counter offices proposed for adjacent streets, will generally be encouraged, subject to safeguarding the existing amenities of the area.
- Encourage the provision of wiring underground along Main Street in the interest of visual amenity.
- Avoid an excessive concentration of night clubs, amusement centres and/or hot food take aways in any particular area of the town centre.
- Protect, from competing uses, traditional residential use in streets to the east of Main Street.

2.2.3 OBJECTIVES

It is an objective of the Local Authority to:

- C1 In the south node, to enable the purchase of sites for a large convenience store or comparison goods retail store and to facilitate and support the development of multi-storey carparking.
- C2 To continue a programme of pedestrianisation and paving along Main Street and Selskar Street as resources permit.
- C3 To restrict car parking and to provide a paved area of public open space at Selskar Avenue following environmental improvements and landscaping.
- C4 To Require the preparation of an Action Area Plan (AAP 6) for the former Pierce site and adjoining lands (as indicated on Figure 10; Zoning Objectives) for agreement with the planning authority prior to the submission of planning applications on this site.**

The Action Area Plan shall address, inter alia, the following issues:

- **Car parking – Private and commercial (any proposal must ensure that there is no net deficit in the parking available to residents in the area at present)**
- **Creation of a ‘sense of place’**
- **Traffic management, circulation, permeability, pedestrian and cycling routes**
- **Appropriate mix of uses and the location of these uses relative to the existing residential properties**
- **Safety – Pedestrian/vehicular and a design which includes measures to ‘design out’ crime**
- **Boundary treatment**
- **Landscaping (hard and soft), measures for protecting existing sound, mature trees, street furniture, open/urban spaces and lighting**

- **The Action Area Plan shall include a Design Statement, which shall include an *analysis* of the site and surroundings and explain how this led to the development of the *design concept*. The final section of the design statement should deal with *scheme design*, which should deal with forms, materials, signage etc. The scheme should recognise the landmark nature of the site and will be required to display high standard of urban design.**
- **The Action Area Plan shall also include a Development Brief which shall deal with the construction phase, hours of operation, traffic control measures, treatment of demolition waste, measures to mitigate the impact of the construction stage on the residents of the area and the phasing of the proposed development.**

The onus for the preparation shall be on the developer and shall be agreed with the planning authority prior to the submission of any planning applications on that site. It is recommended that the developers consult the planning authority prior to the commencement of the Action Area Plan. (INSERTED by Variation No. 5, 6th September 2004)

C5 To Require the preparation of an Action Area Plan for agreement with the planning authority prior to the submission of planning applications on this site.

The Action Area Plan shall address, inter alia, the following issues (AAP7):

- **Car parking**
- **Creation of a ‘sense of place’**
- **Traffic management, circulation, permeability, pedestrian and cycling routes,**
- **Creation of a pedestrian and cycle link between the existing quays and the subject site**
- **Safety – Pedestrian/vehicular and a design which includes measures to ‘design out’ crime**
- **Landscaping (hard and soft), measures for protecting any existing sound, mature trees, street furniture, open/urban spaces and lighting**
- **An appropriate hierarchy of open spaces and children’s play areas**
- **The Action Area Plan shall include a Design Statement, which shall include an *analysis* of the site and surroundings and explain how this led to the development of the *design concept*. The final section of the design statement should deal with *scheme design* which should deal with forms, materials, density etc.**
- **The Action Area Plan shall also include a Development Brief which shall deal with the construction phase, hours of operation, traffic control measures, treatment of demolition waste, measures to mitigate the impact of the construction stage on the residents of the area and the phasing of the proposed development.**

The onus for the preparation shall be on the developer and shall be agreed with the planning authority prior to the submission of any planning applications on that site. It is recommended that the developers consult the planning authority prior to the commencement of the Action Area Plan. (INSERTED by Variation No. 6, 9th May 2005)

2.3 SHOPPING

2.3.1 Analysis

Shopping has three important roles in the context of Wexford. The town must first provide comprehensive service shopping for its own population. Secondly, the town must develop a range of national-chain shops in order to compete in its role as a regional shopping centre. Thirdly shopping is a premier constituent of the amenity of the town centre, with an important social role as the focus of the urban community and that of its environs.

Wexford has shown an increase in the demand for comparison-goods floorspace. This is due to the current buoyant state of the national economy, rather than to population increase. The demands for services and comparison goods are the first to rise with expanding income and this trend is currently noticeable at national level.

Wexford must increase the critical mass of its shopping to compete with other towns, but it must do so at its town centre, as here the three major constituents of a regional shopping centre are available. Regional shopping requires the range of national chain shops, the support of local indigenous shopping, and an attractive shopping environment. Recent studies show that the consumer is less happy with the artificial environment of a purpose-built shopping centre to fulfill the third need.

Although it must compete for catchment with other towns, Wexford is identified as having the potential to increase its regional retail attraction to a state where, the town presents an attractive accessible shopping alternative due to the physical attractiveness of its centre. It is essential, therefore that this shopping activity be located at the traditional centre of the town.

The Planning Authority will have regard to “Retail Planning – Guidelines for Planning Authorities” (Department of the Environment and Local Government, December 2000) when assessing retail planning proposals (See also Section 3.4.2 for retail planning standards and guidelines).

While the town centre will be the most attractive location for the town’s main shopping centre, the role of corner shops or limited service convenience stores is clearly recognised in the neighbourhood structure of the suburb.

Policies

It is policy of the Local Authority to:

- Encourage a range of shopping facilities in the Town Centre Zone.
- Prohibit large scale convenience and comparison goods shops outside the Town Centre Zone.
- Support and reinforce the Main Street area from and including Redmond Square in the north to the area of King Street Lower in the south, as the premier shopping area in the town and sub-region.
- Encourage national- chain retail branches and retail department stores to locate within the Town Centre and in particular, in the Main Street area.
- Encourage the retention of existing character of the shop front subdivisions.
- Encourage modern shopfronts which respect context where existing shopfronts are not to be preserved.
- Provide a balance between the provision of retail uses and non-retail uses at ground floor level on the principle shopping streets.
- Encourage the development of neighbourhood centres and local corner shops to serve local residents.
- Consider on individual merits the proposed location of large scale retail uses such as bulky electrical goods and DIY suppliers.

2.3.2 Objectives

It is an objective of the Local Authority to prepare a Retail Planning Strategy in accordance with Section 38 of “Retail Planning – Guidelines for Planning Authorities” Department of the Environment and Local Government, December, 2000.

SI Prepare a Retail Strategy in accordance with Section 38 of the Government’s “Retail Planning - Guidelines for Planning Authorities” (Department of the Environment and Local Government, December, 2000)

2.4 RESIDENTIAL DEVELOPMENTS AND NEIGHBOURHOODS

2.4.1 Analysis

The majority of the housing stock in Wexford is of single family residential units, most of which is contained within well established neighbourhoods (see Section 2.8.3 on Community Development).

As in the rest of the country there has been a dramatic rise in residential development and in property prices in Wexford Town and environs. The most dramatic increase has been within the past three years, with the completion of some 623 houses and a further 192 approved but not built, bringing the total to some 815 dwellings. With the number of households in the town and environs at 5,207 in 1996, this is a very significant increase in residential development. At this rate the total number of households is likely to increase by 20% over a five year

period, from 1995-2000. As developed to date, residential densities are generally in the order of 8 houses per acre (20/Ha).

Over the period 1993-1998, a strong demand for all house types existed in the town and environs. Development of apartments was considerable. Most apartments were constructed in the town centre and were purchased by investors. However, the majority of newly completed house types consisted of three bedroom semi-detached houses and both investors and young couples were active in this market. There is concern in some neighbourhoods about the proliferation of rental accommodation, with fears of social imbalance and of neglected estate maintenance.

High land costs have discouraged the development of housing at lower densities, resulting in a shortage of quality low-density housing in established areas. There is a need for such housing in order to balance the distribution of house types in Wexford and to prevent too great an extent of polarisation between areas, particularly the plan area and surrounding villages (where the demand for low density houses is being met). Some areas within the plan lend themselves to the assimilation of such housing into the landscape. Therefore, the plan should provide for areas of low-density housing.

Nevertheless, the plan will seek to encourage a range of housing densities, including high-densities and has identified a number of objectives to promote high quality high-density and medium-density housing throughout the plan area.

In essence, a considerable variation in housing mix is allowed and encouraged, and density variations are controlled only within a range by defining minimum and maximum densities. Minimum density limits are designed to encourage high densities in certain areas, whereas maximum density limits are designed to encourage low density housing.

Taking into consideration the differences between low density land needs (at 24 bedspaces per acre maximum) and medium density provisions (53 bedspaces per acre) there is a projected land demand for approximately 73 hectares (or 181 acres) to the year 2006. The medium and low density zonings alone are expected to accommodate an increase in population of 1,141 or a total population of 17,876. In order to make extra provisions for the market availability of land, the amount of zoned land will be doubled to 146 hectares. This caters for ample housing development land. Therefore, there will be no justification for new housing on adjacent agricultural lands, other than that related to farming or the existing local community.

2.4.2 Policies on Household Type, Density and Location

It is policy of the Local Authority to:

- Encourage the provision of a range of residential types where services and infrastructure are available.

- Provide an increased supply of sites in a variety of identified locations, which will encourage the growth of the town in an acceptable manner and direction.
- Promote areas of high quality medium density housing at Carricklawn, Ballynagee and Mulgannon and make provisions for low density private housing which capitalises on the high quality of the natural landscape.
- Ensure that density levels do not result in the excessive clearance of existing trees or other landscape features which might provide a framework for development, distinguishing one estate from another.
- Permit development at greater densities where it does not detract from the residential amenities of the area.
- Identify sites in the town centre for residential use and to co-operate with developers in the acquisition of sites by Compulsory Purchase Orders for reasons of site assembly, clearing of titles, etc., where this is in the interests of the proper planning and development of the area.
- Encourage the provision of a range of house and apartment types of various forms, densities and layouts in the interests of urban design and sustainability.

2.4.3 Policy on Conservation of Housing Stock

- It is a policy of the Local Authority to conserve the existing housing stock and residential character of the town and improve residential amenities in the older well-established residential areas west of the town centre. The Local Authority will discourage the loss of any habitable dwelling through neglect and/or change of use and will initiate suitable environmental improvements in residential areas and encourage appropriate refurbishments.

2.4.4 Policy on Infill Development

- It is a policy of the Local Authority to encourage infill development in central areas, or in areas where development in the past has been piecemeal or uncoordinated .

2.4.5 Policy on Living over the Shop

- It is a policy of the Local Authority to promote and encourage the utilisation of upper floor space in the town centre for residential purposes.

2.4.6 Policy on Apartment Developments

It is a policy of the Local Authority to;

- Promote apartment and high density development, particularly in the town centre, neighbourhood centres and along significant radial transportation routes, where such developments would be compatible with the surrounding areas.
- Ensure that communal facilities to serve the needs of residents be provided in apartment schemes.

2.4.7 Policy on Services and Utilities

- It is a policy of the Local Authority to ensure that services and utilities in residential developments are provided concurrent with the construction of new dwellings.

2.4.8 Pedestrian Routes

Recent Central Statistic Office figures (1996) indicate that Wexford Town has the highest percentage per capita whose mode of travel to work is by walking. In an effort to maintain and promote walking, existing routes will be upgraded and new routes will be identified.

Policy on Pedestrian Routes

- It is a policy of the Local Authority to consider, depending on location, local conditions and suitability, the provision and upgrading of pedestrian linkages of high environmental quality, particularly those between new residential developments, community facilities and the town centre.

2.4.9 Policy on the Landscape of Residential Developments

- It is a policy of the Local Authority to ensure that all new residential developments incorporate a detailed landscape plan so that new developments are assimilated into the surrounding environment.

2.4.10 Policy on Residential Design and Layout

It is a policy of the Local Authority to;

- Promote a high standard of design and layout in new residential development. Maximum use should be made of the opportunities presented by existing landscape features (including tree groups, hedgerows, streams) and topography to provide structure and identity to new housing developments.
- Ensure that residential developments shall be suitably located and that they shall provide safe and pleasant environment for residents and for the wider community.

2.4.11 Policy on Housing Estate Completions

- It is a policy of the Local Authority to ensure that all housing developments are finished to an acceptable standard, and where appropriate encourage a structured phasing of development.

2.4.12 Energy Conservation

- It is a policy of the Local Authority to provide encouragement and assistance to developers wishing to utilise energy efficient materials and processes in new developments.

2.4.13 Social and Affordable Housing

Increased provision of social and affordable housing is a key priority identified in the National Development Plan 2000 – 2006. The Council is committed to providing for social and affordable housing needs through the various measures identified in the Housing Strategy 2001 set out in Appendix B of the Draft Plan. In addition, the Council will ensure that 20% of any land zoned for residential use or for a mixture of residential and other uses shall be made available for the provision of social and affordable housing in accordance with the provisions of Section 94(4)(a)(c) of the Planning and Development Act 2000 and in accordance with the requirements of the Housing Strategy 2001 prepared in accordance with Part V of the Planning and Development Act 2000. Whilst this is its general policy, the Council will take into account the particular circumstances of individual areas and may, where appropriate, accept a percentage lower than 20% for the provision of social and affordable housing.

Section 96(2) of the Planning and Development Act 2000 provides that where an application for permission is made on land which is the subject of an objective to reserve land for social and affordable housing, the granting of such permission may be conditional upon the applicant entering into an agreement with the Planning Authority in relation to the land. This requirement does not apply to applications for four or less houses or for housing on land of 0.2 hectares or less. It is the intention of the Council to negotiate agreements in a positive manner at the earliest possible stage in the planning control process recognising the business environment in which the developer has to operate. The Council further recognises the important contribution which the private sector will make in providing housing in the County over the Plan period and the need to achieve a sustainable balance between private, social and affordable housing. Although the transfer of land will be normal requirement in formulating an agreement, in certain circumstances an agreement may be made on the basis of the transfer of houses or partially/fully serviced sites. In so far as it is known at the time of making the agreement, the Council will indicate its intentions to the applicant regarding the provision of social and affordable housing on the specific site so as to establish between all parties an understanding of the nature of the agreement before a decision on the application is made. In formulating an agreement, the Council will consider:

- The proper planning and sustainable development of its area.
- The Housing Strategy and the relevant objectives in the Development Plan and may Local Area Plan.
- The need to ensure the overall coherence of the particular development.
- The views of the applicant regarding the impact of the agreement on the development.
- The need for social segregation.
- Implement the Housing Strategy 2001

- Have regard to “Social Housing Guidelines – Site Selection”, Department of the Environment and the Council’s Design Guide for Residential Areas.

It is a policy of the Local Authority to;

- Make provisions for social housing in accordance with the policies outlined in the Department of the Environment’s “Social Housing - The Way Ahead” 1995.
- Encourage tenant involvement and participation in estate management.
- Assist voluntary and non-profit co-operative housing associations in the provision of housing.
- To continue to provide private housing sites and to identify and acquire lands in the town and environs for this purpose.
- Develop a programme of environmental improvements in public sector housing estates.
- Implement the Housing Strategy 2001
- Have regard to “Social Housing – Site Selection” – Department of the Environment and The Council’s Design Guide.

2.4.14 Social Linkages

The local authority places great emphasis on partnership and participation with local groups, the Partnership Company and statutory bodies (see Community Development, Section 2.8.3).

It is the aim of the local authority to establish social linkages within the community at large, and in particular, between neighbourhoods and different community groups.

Policies on Social Linkages

It is a policy of the Local Authority to;

- Encourage social linkages between co-locating public and private housing areas through the provision of shared facilities and services and the opening up of access between these areas (See Pedestrian Route Objective).
- Ensure that the elderly, the disabled and those households least likely to own cars have easy and convenient access to local facilities and to public transport.
- Explore means to integrate minority groups into the community and to avoid social exclusion.

2.4.15 Travelling People

The local authority recognises the distinct culture and lifestyle of the Travelling community and it will endeavour to provide suitable accommodation for Travellers who are indigenous to the town. The Local Authority will have regard to the provision of the ‘Wexford Corporation Traveller Accommodation Programme’ (February 2000) and the Wexford County Council Traveller Accommodation

Programme (2000 – 2004), as these plans put into place the necessary procedures, measures, resources and facilities which are required to successfully accommodate Travellers in the plan area.

Policies on Traveller Accommodation

It is a policy of the Local Authority to;

- Provide for traveller accommodation in halting sites, individual dwellings or in group housing schemes for travellers who normally reside in Wexford town and who require such accommodation.
- To consult with Travellers and their representative organisations and with the local settled community in relation to the siting, planning and design of prospective halting sites or group housing schemes and to prepare a five year programme to meet the existing and projected needs of travellers in the plan area in accordance with the requirements of The Housing (Traveller Accommodation) Act, 1998.
- To provide and manage halting sites in a manner compatible with the local environment and the needs of the Travelling Community. (In general it will be policy to set up management plans in co-operation with traveller families to manage halting sites provided by the local authority). Any area zoned for residential development is deemed to be suitable for a halting site development; such developments will be subject to the detailed design standards as outlined in the Department of the Environment's Guidelines for Residential Caravan Parks for Travellers (Oct., 1997), and normal development control standards.

2.4.16 Policy on Neighbourhoods

It is a policy of the Local Authority to facilitate mixed used developments, including residential uses, particularly in the immediate vicinity of neighbourhood centres and within the town centre, where they do not detract from the existing residential amenities or land use structures of the area.

Objectives

It is an objective of the Local Authority to;

- H1 Consider the establishment of pilot projects, including the use of innovative architectural solutions, which would illustrate possible new directions in residential development and encourage high quality and innovative designs (no map reference).
- H2 Establish a rolling fund for a "living in the town" project (no map reference).
- H3 Provide a new pedestrian connection from Coolcots Lane to the Ferndale-Ashfield Neighbourhood Centre.

- H4 Provide a new pedestrian route from Newline Road to Pinewood/Kennedy Park Road, through the open space running between Pinewood Estate and Avondale Drive.
- H5 Provide a new pedestrian route from Maudlintown to the Wexelectric Factory immediately south of and adjacent to the railway line.
- H6 Provide pedestrian access from Newtown Road to Redmond Park via Parklands.
- H7 Identify and acquire lands, sufficient to provide for a programme of circa 230 local authority houses within the lifetime of the plan (no map reference).
- H8 Provide a group housing scheme at Carcur to facilitate the existing traveller families at that location.
- H9 Set up a local accommodation consultative committee on which local authority members, officials and travellers will be represented (no map reference).
- H11 Develop a site for a neighbourhood centre incorporating shops, religious and community facilities with the co-operation of respective local authorities at Carricklawn.
- H12 Carry out environmental and landscaping improvements in the vicinity of the Ferndale-Ashfield Neighbourhood Centre and provide a pedestrian connection to Coolcots Lane.
- H13 Provide a ‘cordon sanitaire’ around Drinagh House so as to provide a buffer between contrasting land uses and protect the existing residential amenity of this property. This cordon will be 22 metres from the boundary of the existing Drinagh House and no buildings will be permitted on industrial related land (Zone 1) within this cordon, and any other structures or works shall be strictly controlled. The ‘cordon sanitaire’ will be suitable for the provision of on-site open space and/or a landscaping area within the future surrounding development zone.
- H14 Secure the implementation of the Housing Strategy.
- H15 Have regard to “Social Housing Guidelines – Site Selection”, Department of the Environment and the “Council’s Design Guide for Residential Areas”.

2.5 NATURAL ENVIRONMENT AND AMENITY

2.5.1 Analysis

One of the chief characteristics of Wexford Town is the high quality of its landscape. On approaching the town from the north (E01/N11), there are fine views of

surrounding rolling countryside and an extensive oak woodland area, extending down its slopes to Ferrycarrig. These woodlands give way to a wetland area, which leads to the River Slaney. From the south, the approach from the Rosslare Road, is dominated by a conspicuous rock escarpment running between Rocksborough and Trespan Rock, which forms the edge of the plateau above the town.

From the by-pass road, there are some fine views of the countryside, although views of the town are obscured by the nature of the topography. In general, the land slopes steeply up from the town centre and the waterfront, gradually giving way to a plateau. This slope provides a natural backdrop to the town as viewed from Ferrybank. Development on the plateau is not as visible from the surrounding countryside as is development on its slopes.

Throughout the plan area there are many other landscape features such as smaller wetlands, ponds, lakes, streams and significant tree groups. The landscape structure and environmental parameters to development are shown on Figure 8.

Wexford is fortunate to possess a wealth of natural amenity areas. Several areas within the plan environs have been designated as Natural Heritage Areas (NHAs). These are areas of special interest for their fauna, flora, geology and/or topography. These include the River Slaney and estuary, with notable freshwater tidal marsh and mud-flats some of which contain rare and legally protected plant species. The Oak Woodland near the mouth of the River at Ferrycarrig is also designated as a NHA as it contains two rare plant species - Starwort and Opposite-leaved Pondweed.⁵ Wexford Harbour has been designated as a Special Protection Area (SPA) for wild birds which aims to protect internationally important species in the harbour area.⁶

A Household Questionnaire Survey which was carried out as a background study to the preparation of this development plan asked respondents to list the things they liked most about living in Wexford. Responses were grouped into fourteen different categories of which a good natural environment rated second highest. It reveals the importance of the natural environment to the Wexford people.

Residents dissatisfaction with public open space provisions in Wexford was also indicated very clearly, with an average of 60% dissatisfaction registered (higher levels of dissatisfaction were registered in specific neighbourhoods). The provision of open space that is usable and fits the needs of local communities is a challenge which needs to be tackled in future planning.

⁵ Starwort (*Callitriche truncata*) is a very rare small aquatic herb and this site is the only known location in Ireland. Opposite leaved Pondweed (*Groenlnadica densa*) is a rare and legally protected species under the Flora Protection Order 1987.

⁶ These species include Bewick swans, Greenland white-fronted goose and golden plover. The site also qualifies under the EU directive on conservation of wild birds by regularly supporting significant numbers of light-bellied Brent goose, lapwing, black-tailed godwit, bar-tailed godwit and whimbrel. At least 20,000 waterfowl frequent the area.

Existing open space within Wexford Town and Environs is made up of active open space, i.e., sports grounds, racecourse, golf course, and passive open space, i.e. parkland, natural amenity areas and incidental open space in housing estates. The provision of open space at the south side of the Town at Trespan Rock, needs to be balanced with provisions at the north side.

Much of the open space suitable for sport and activity in the town belongs to privately managed clubs and organisations. It would not be readily open for public use. It is estimated that there is approximately 275 acres of such open space in the plan area, of which only 42.9 acres is available for public use (See Table 11).

The local authority acknowledges that open space can provide a variety of functions, including passive recreation (such as walking), active recreation (such as horse-riding, field sports, golf, etc.), visual amenity (important landscape views), ecology (bird and wildlife habitat; plant species), drainage regulation (particularly stormwater control) and even socio-economic needs (meeting places, allotments and travelling carnivals). It is important that the provision of open space considers all of these needs.

The Waterfront and Quay Extension, carried out as part of the Main Drainage Scheme, will create approximately five acres of additional land and should provide much needed amenity space in the town centre area. When complete, it will provide berthing facilities, a boardwalk and general landscaping and environmental improvements, such as paving and seating.

Table 11: Areas of Public and Private Open Space in Wexford

Category	Hectares	Acres
Residential Open Space (excluding land below 1 acre)	4.56	11.30
Public Open Space	34.16	84.31
Parks (i.e., Redmond Sq., Trespan Rock)	13.73	33.93
Natural Amenity(landscape features)	3.02	7.47
Active (i.e., Sports fields)	17.41	42.91
Private Open Space (Sports Clubs, Golf Course, Racecourse, etc.)	91.88	227.24
Private/Institutional (School sports fields).	2.11	5.22

2.5.2 Policies

It is policy of the Local Authority to:

- Provide additional public open space, to accommodate a variety of amenity and recreational areas to cater for the needs of the local and visiting population.
- Encourage the provision of open space for newly developed areas as they are completed; to ensure adequate pedestrian links and connections between parks and other open space areas so as to improve permeability and to

increase accessibility and utilisation. Links between open spaces types can be created by means of linear parks along roads, stream corridors, or coastal areas and in natural areas can create important wildlife corridors.

- Require new developments to consider the future growth, management and maintenance of the landscape and open space areas so as to ensure that the landscape remains effective and can continue to evolve as the town develops.
- Improve the existing parks and open space provisions by landscaping and other environmental works.
- Ensure that a landscape plan accompanies all applications for housing estates, industrial and commercial developments.
- Seek to retain and incorporate key landscape features into open space and landscape plans of new developments. Key landscape features such as trees, stone walls, rock outcrops, streams and ponds create distinctiveness in the landscape and give a place its own identity.
- Require that existing trees in the development areas are retained except where they are unhealthy or where their removal is in the interests of good design and layout or in the interest of public health and safety.⁷
- Seek the landscaping of approach roads in the town's environs.
- Preserve and improve access for the public to those coastal and countryside areas which have traditionally been used for outdoor recreation and, by land acquisition or other measures, to make accessible to the public important areas of natural amenity which have not hitherto been open to the public.
- Require developers to make contributions, where appropriate, towards the cost to the local authority of providing adequate and suitably developed parks and other facilities.
- Explore the possibility of using disused burial grounds and small graveyards in the town as local parks catering for passive recreation.
- Promote and carry out tree planting of appropriate species on appropriate streets and open space locations.
- Note the designation of Natural Heritage Areas (NHAs), Special Areas of Conservation (SACs) and/or Special Protection Areas (SPAs) by the Department of Arts, Heritage, Gaeltacht and the Islands and to inform the National Parks and Wildlife Service of any developments likely to alter sites so designated and to consider their recommendations.
- Preserve stream corridors, lakes/ponds, wetlands and coastal lands for open space and recreation should development proposals for adjacent private properties be proposed.
- Preserve an undisturbed edge or buffer zone between new developments and streams, lakes and other natural waterbodies, so as to maintain the natural functions of existing ecosystems. This is to preserve the natural amenities of watercourses, to maintain riparian ecosystems and to reduce impacts on wildlife from adjacent developments.

⁷ Note: Trees and hedgerows help to define spaces and new developments, act as shelter belts, add to biodiversity, offer significant wildlife habitat, create a buffer between contrasting land use types and are an important visual amenity. They are also useful in abating noise and filtering dust. Hedgerows can be incorporated into landscaping and open space plans with additional tree planting along.

- Promote the implementation of the open space and recreation objectives outlined in local area plans and in the plans of local groups, Tidy Districts

Committees and residential associations.

2.5.3 Objectives

It is an objective of the Local Authority to;

- A1 Create a semi-natural public park in Carcur on the former town refuse fill site with adequate tree planting and associated improvements, including walkways, seating and the provision of a focal point with public art.
- A2 Preserve access to Katts Strand and shorefront lands at Ferrybank.
- A3 Reserve pedestrian access to Trespan Rock from Maudlintown, Mulgannon Road (at Nunn's) and from Bernadette Place.
- A4 Provide, in conjunction with the Wexford Town Drainage Scheme, an extension to the Quays so as to create an area of open space, with environmental improvements (such as board walk and lighting) which give a nautical ambiance, to include berthing facilities and a boat slip, water sports facilities. This will be the subject of an Area Action Plan.
- A5 Create amenity open space on reclaimed lands at Ferrybank. This will be the subject of an Area Action Plan.
- A6 Ensure that the zoned industrial lands at Kerlogue and Sinnottstown, facilitate a strong landscaped edge either side of the Rosslare Road.
- A7 Reserve, where practicable, a system of linear parks along all waterfront areas, to include lakes, coastal lands and stream corridors. This linear park system will include the following:
 - Farnogue Stream from Newtown Road to Carcur and Farnogue Terrace.
 - The Ballyboggan Stream.
 - Length of stream running through Sinnottstown, Rochestown and into lake at Kerlogue, to include the perimeter of the lake, and to extend along the laneway at Strandfield to the Shore.
 - Stream running through Carricklawn, from Newtown Road to Carcur.
 - Shorefront lands from Ferrybank to Raven's Point.
 - From Laurstown Stream to Bishopswater Stream running east to junction with Casement Terrace/St. Aidan's Road.
 - Pedestrian access from Wexford Bridge to Carcur.
 - A linear park that runs east-west along the northern edge of the site that lies immediately south of the Wexford Creamery and extends southwards along the waterfront to the laneway adjacent to the Sewerage Treatment Plant at Strandfield.

- A8 Develop and open up for public use, the old graveyards as Gardens of Remembrance, to retain trees, where practicable, and carry out supplementary planting at:
- St. Selskar's
 - St. John's
 - St. Patrick's (including refurbishment of Church ruin)
 - St. Mary's
 - St. Michael's
- A9 Investigate the creation of a Special Amenity Area Order for the Oak Woodland at Ballyboggan, in the interests of preserving and enhancing its character as an area of outstanding natural beauty and in the interests of the conservation of flora and fauna.
- A10 Consider Tree Preservation Orders for the following groups of trees (and hedgerows) following detailed site surveys:
- Park House
 - Park Cottage
 - Carcur House and trees off Carcur Road (to rear of House)
 - Opposite Park House Lodge
 - Around Carrigruadh and the Grove
 - Cromwell's Fort
 - Along the Farnogue Stream Corridor
 - In the vicinity of Stoneyhill House, including avenue to house
 - Environs of Mount Henry House and Brookville House
 - Surrounding Alma House
 - Park Lane and vicinity
 - Farnogue Park
 - Along Park Road (near Parkview)
 - Spawell Road (opposite junction with Park Road)
 - To rear of Adara House
 - East of Spawell Lane
 - West of Hill Street
 - Parkland Road
 - Rowe Street
 - Windmill Road
 - Tree line between Coolcots Lane and Farnogue Court
 - Clonard Little
 - Vicinity of Alexandra House
 - Prospect House
 - North of Clonard Road
 - Summerhill Road, including those around Bishop's House and on the grounds of St. Peters' College.
 - South of Bishopswater Road
 - Trees west of Rosslare Road
 - Trees east of Rosslare Road in vicinity of Rocksborough / Strandfield
 - On the grounds of Aispeiri House (Rocksborough)
 - Surrounding Kerlogue Lake

- Drinagh House.
- Pierce Factory Site

Hedgerows include:

- Along stream running between Kerlogue and Rochestown/Sinnottstown
- Along a section of the laneway running between the townlands of Ballynagee and Pembrokestown
- Along the Railway Line (Carcur area, Ferrycarrig)

- A11 To make an inventory of all existing residential open space in Local Authority charge and where appropriate, to take steps to have these areas developed, planted and otherwise laid out as amenity areas (no map reference).
- A12 To examine the provision of a pedestrian path and cycleway as part of a linear park alongside the by-pass route.
- A13 Reinststate the former access way to the sea known as Coiner's Lane and create a public right of way along this route.

2.6 BUILT HERITAGE AND CONSERVATION

2.6.1 Analysis

Wexford town has a very well defined core area. The line of the town wall and the associated medieval gates (of which there were at least five) still form the effective edge of the town centre area.

The town is an example of a Hiberno-Scandinavian town which later expanded and developed as a port under the Anglo-Normans. Its southern boundary was marked by the castle and stretched northwest to St. Iberius Church beside which is the old Scandinavian North Gate. The principle route of the town, was as it is now, Main Street, off which a number of streets and lanes ran eastward to the sea and westward towards the town wall.

The surviving medieval remains of the town include a substantial stretch of the town wall including a gatehouse and three towers, St. Selskar's and the ruins of the parish churches of St. Mary's and St. Patricks. The urban morphology of the town is further reflected in the street pattern, often narrow and rambling. Notable in the street pattern are the market places and small squares, such as the Cornmarket, the waterfront and the quays have remained one of the principle features of the town. The present quays, including the distinctive Crescent Quay, were reclaimed from the sea and built in the nineteenth century.

Outside the old town wall, are many older residential areas, the most notable of which is the Faythe (or Feagh).⁸ The towns buildings include mills, port related commercial building, civic and religious buildings of the nineteenth century, some fine Georgian houses, late Victorian and Edwardian terraces, together with an immense stock of attractive houses in traditional vernacular styles. In the environs of the town there are many large country houses from the nineteenth and early twentieth century, many of which are situated in large gardens.

One of the critical conservation issues facing the town is the under-utilisation of the upper floors of buildings. Other issues include the conversion of residential dwellings near the town centre into uses other than residential together with the dereliction of buildings along the Quays (many of Georgian origin).

Where this plan proposes to include a building on the Record of Protected Structures, an assessment is made of the buildings' significance in terms of international, national, regional and local importance. The contribution of a building to the surrounding townscape is also considered important. Very often buildings which may not be individually noteworthy, may collectively be important as a group within the overall streetscape and for this reason may be listed.

2.6.2 Policies relating to Medieval Wexford

It is policy of the Local Authority to:

- Ensure that the town's street pattern, including historic squares, public spaces and laneways, retains its medieval layout and is preserved in any future developments.
- Protect and seek to maintain the remaining sections of the town wall and pursue the creation of a path around the circuit of the walls with cobblestoning across roadways to provide visual continuity.
- Ensure the preservation of historic urban spaces in the medieval town centre, retain traditional building lines and heights around their edges so as to maintain their "sense of enclosure," and restrict car parking in these spaces.
- Given the possibility that some very early buildings may be concealed behind the plaster of modern facades, it is policy of the local authority that no buildings within the town wall area (zone of archaeological interest) be demolished without a preliminary architectural inspection. Buildings constructed in their entirety since 1963 will be exempt from this requirement. Any unrecorded building which is thought to pre-date 1700, will be required to be comprehensively recorded before it can be altered in any way.

2.6.3 Policies on Archaeology

It is policy of the Local Authority to:

⁸ It derives its name from Faiche, the pre-Norman open areas or greens where fairs were held.

- Provide protection to the zone of archaeological potential as indicated in this plan.
- Require a developer to employ a licensed archaeologist to carry out trial excavations in advance of development when required to do so by the local authority
- Encourage the preservation and protection of the archaeological sites and monuments which are listed in the Development Plan and to encourage the protection of the setting in which they are found.
- Co-operate and consult with the Dúchas – The Heritage Service regarding all issues affecting sites and monuments for which they are responsible.
- Notify Dúchas – The Heritage Service of any developments which are likely to result in the discovery of archaeological deposits or which involve the demolition of buildings or stonework which may have archaeological significance.

2.6.4 Policies for Maintaining Townscape Quality and the Protection of Buildings, Structures and Sites.

It is policy of the Local Authority to:

- Require that no building or structure, listed in the Development Plan as worthy of protection or preservation, be altered or demolished without a grant of permission.
- Ensure that where new developments are proposed adjacent to buildings which are listed in the Development Plan for preservation, conservation or protection, they respect the quality, scale, materials and setting of these buildings.
- Encourage the re-use of older buildings through renovation and rehabilitation, in preference to their demolition or reconstruction.
- In order to encourage and assist the preservation and protection of a protected structure, consideration will be given to a change of use where this use would otherwise be inconsistent with the general land use zoning of the area.
- Encourage the preservation and restoration of existing doors and original sash and casement timber windows of protected structure and where replacements are required to ensure that they respect the original character.
- Make provisions where appropriate for the review and/or amendment of the Record of Protected Structures so as to allow for additional buildings to be listed between development plan reviews.
- Ensure that where permission is granted for the alteration or demolition of a Protected Structure, provision shall be made for the buildings to be recorded, and suitable elements salvaged where appropriate.
- Protect the facade and all exterior elements, including external walls, roof and chimneys of all buildings identified for protection in the Development Plan (see Appendix 1).

- To maintain and reinforce the townscape quality of the town centre area. Within this area, development shall respect the general height, scale, building line, plot width, architectural quality and streetscape.

2.6.5 Policies on Street Furniture

- It is the policy of the local authority to ensure that wherever possible historic items of street furniture such as water troughs, street pumps, stone walls, kerbs, milestones, statues, steps and paving are preserved and protected.

2.6.6 Policies on Shopfronts

- It is the policy of the local authority to encourage and advise on the restoration and preservation of the town's traditional shop fronts.

2.6.7 Policies on Cultural Heritage

It is policy of the Local Authority to:

- Assist and advise voluntary local development groups in carrying out improvement works in historic areas.
- Provide appropriate signposting of historic trails and walks.

Objectives

It is the policy of the local Authority to;

- B1 Upgrade existing pedestrian routes through old laneways and alleys, by environmental improvement works, to include:
 - Keyser Lane,
 - Oyster Lane,
 - Sinnot Place,
 - Slaughterhouse Lane
 - Roman Lane.
- B2 Upgrade existing route from South Main Street to Bride Street, via Stonebridge Lane.
- B3 Examine, in conjunction with a possible relocation of the band stand, the redesign and upgrading of St. Peter's Square, through environmental and urban design improvements.

Objectives relating to the preservation and protection of buildings, structures and features of architectural, artistic, or historic interest are outlined in Section 3.2.6 of Development Control.

2.7 THE URBAN EDGE

2.7.1 Analysis

In Wexford the construction of the by-pass is relevant in that it has created a new edge and Development Plan boundary. It will influence the future form of the town. However, a significant area within the by-pass is undeveloped and will not be developed in the development plan period. On the eastern side of the town, the waterfront, on the other hand, gives the town a clearly defined edge and provides a high quality boundary for the town centre.

Typically an urban edge (or the outer limit of the built environment) is visually poor in quality and definition. It tends to move with continuing development. Where there is agricultural development there are often problems of encroachment of urban use into the agricultural area. These are likely to result in problems of vandalism to crops, animals and property. As a result landowners tend to look for alternative uses and piecemeal and ad hoc development is a common occurrence in this zone. It is considered that these patterns of development reduce the environmental quality of both the “hard” (urban) side and the “soft” (rural) side of this development boundary. In order to prevent haphazard development within the zone between the by-pass and the development boundary, it is important that a clear urban edge is defined.

Either side of the by-pass, there will be serious pressure for urban generated development as a result of the improved accessibility, particularly near the roundabouts. If such developments were allowed to take place they could significantly reduce the compact nature of the existing town. Such a development pattern would also lead to a poor definition of the urban and rural parts of the area around Wexford.

2.7.2 Policies

It is policy of the Local Authority to:

- Adopt a clear development boundary inside the by-pass which will act as the “edge” of the town.
- The area of undeveloped land outside the development boundary but within the by-pass should be considered for sports and recreational uses, including semi-agricultural uses such as vegetable gardening, horse-riding, or garden centres.
- Residential developments near this green zone, should be designed so as to facilitate the integration of large areas of open space within housing developments with this green zone where feasible.

2.8 RECREATION AND COMMUNITY FACILITIES

2.8.1 Analysis

The social infrastructure of Wexford Town includes such facilities as schools, community centres, parish halls, recreational facilities, health and childcare facilities. This social infrastructure links with both the residential and commercial infrastructure of the town and is complemented by the town's amenity and open spaces.

A healthy recreation and community infrastructure is vitally important for improving the quality of life in the town and is a significant factor in attracting investment. The Local Authority recognises that it is critical to protect and enhance such facilities and to support and encourage those groups and institutions who are working at community level to improve the social infrastructure of the town and to harness the strengths of communities themselves.

The Local Authority also recognises that, to achieve social sustainability, it must ensure that development is balanced to cater for the needs of all of those living in the town. In this regard the Local Authority will support the creation of balanced communities which reduce social inequality and enable a higher quality of life.

The Local Authority also appreciates that communities must play an active part in the development of the town, and to this aim the process of planning will offer increased levels of community participation.

2.8.2 COMMUNITY FACILITIES

2.8.2.1 Education

The town is well provided with primary and post primary educational facilities which are dispersed throughout the centre and the suburbs. These schools provide not only an educational resource but are also utilised in a number of cases as centres of community activity and recreation. In total there are 8 primary schools with a total of 2,231 pupils on their rolls in 1996. At post primary level there are 5 schools in the town including the VEC. In the 1996/97 School year there were 3,035 students on their rolls.

These primary and secondary educational facilities are complemented by vocational training which is provided by the VEC. The VEC provides Adult Education courses and vocational training.

While not possessing its own third level educational institution, Wexford has links with both the Carlow Institute of Technology and the Waterford Institute of Technology. Most notably an outreach campus of the Carlow Institute of Technology has been developed at St Peter's College, while a number of courses accredited by the Waterford Institute of Technology are availed of locally by those active in community development.

In addition, there are a number of specific facilities which provide training opportunities for people with disabilities.⁹

FÁS, as the National training and employment authority provides training and employment programmes, employment recruitment services, advisory services for industry and support for co-operative and community based enterprises. In the interests of supporting the development of industry in the town, the FÁS training centre in Wexford tailor's its training courses to the needs of specific industries in the area. FÁS also runs schemes involving physical developments and environmental improvements.

Policies on Education

It is policy of the Local Authority to:

- Facilitate the consolidation and development of a broad range of educational and training facilities.
- Investigate and facilitate, with the relevant authorities, the establishment of a third level educational institution.

2.8.2.2 Health Facilities

Wexford has the benefit of having Wexford General Hospital located in the town. The community clinic at Grogan's Road run by the South Eastern Health Board provides a wide range of community care services. This is complimented by the community Mental Health Centre in Summerhill, the Ard Aoibhinn Centre which provides residential and day services for adults and children with physical and intellectual disabilities and Dawn House which provides residential care for people with intellectual disability.

2.8.2.3 Childcare Facilities

The Planning Authority shall have regard for "*Childcare Facilities – Guidelines for Planning Authorities, June, 2001*". These guidelines are intended to cover facilities caring for children up to the age of 12 years and include after school childcare services. These services include pre-schools, national (Irish Language playgroups), day care services, crèches, playgroups, childminding and afterschool groups, but schools (primary, secondary and special) and residential centres for children are excluded. Childcare is recognised as a potential area of employment and assists parents/guardians, particularly women, to access employment.

Given the growing female participation rate in Wexford's labour market, together with increasing numbers of women wishing to return to education and training,

⁹ These facilities include the National Training and Development Institute, and the Windmill Therapeutic Training Unit.

there is an increasing need for the provision of proper childcare facilities both in close proximity to areas of employment and in residential areas. At present Childcare facilities are severely undersupplied in Wexford town, with only three crèches currently operational one of which, a community crèche run by FAB, is only open during the morning.

Policy on Childcare

It is the policy of the Local Authority to:

- Facilitate the increase in the number of childcare places and facilities available in the community, with favourable consideration given to neighbourhood centres, larger new housing estates, the vicinity of schools, employment centres, shopping centres and adjacent to public transport corridors.
- Ensure that local and area action plans prepared for future residential areas address the provision of childcare facilities.

2.8.2.4 It is an objective of the Local Authority to:

CCF1 Generally, require the provision of one childcare facility with places for 20 children for each 75 dwellings, having regard to the existing geographical distribution and childcare facilities and the emerging demographic profile of areas.

2.8.2.5 Catering for People with Disabilities.

It is estimated that 10% of the population are people with disabilities. People with disabilities are defined by the Commission on the Status of People with Disabilities as including; “children and adults who experience any restriction in their capacity to participate in economic, social or cultural life on account of a physical, sensory, learning, mental health or emotional impairment”. It is essential in the planning of a more equitable and accessible town that due attention is paid to the needs of people with disabilities, the elderly and others who may be temporarily impaired.

There are a number of organisations in the town which are actively working for and with, people with disabilities to ensure that their quality of life is enhanced. The Local Authority will support this valuable work by ensuring that physical development in the future does not act as a barrier for people with disabilities fully enjoying the town and its facilities.

Organisations working in the town include: the National Rehabilitation Board, National Training and Development Institute and its Newstart Programme, the Centre for Independent Living, Ard Aoibhinn and the Windmill Therapeutic Unit.

Policy on Catering for People with Disabilities

It is an objective of the Local Authority to:

- It is a policy of the Local Authority to give due consideration to the needs of people with disabilities in the location of all street furniture, street installations and in the laying of footpaths and kerbing.

2.8.3 Community Development

Within the Town and Environs there are a number of distinctive residential communities, these include Maudlintown, the Faythe, Clonard and Coolcots. As a reflection of the community spirit in the town, within these and other areas there are a large number of community organisations. Functions provided in local community groups include, support groups for men and women, educational assistance, community development and training, crèche and playgroup facilities, sports and youth activity, enterprise and employment resources, advice and support for the elderly and for the socially excluded. The Local Authorities recognise this vital and vibrant resource and are committed to supporting these groups in their endeavours.

In the future the Local Authority envisages working more closely with the Partnership Company, local groups and statutory bodies and communities themselves in the future planning and development of local areas.

Policy on Community Development

- It is policy of the Local Authority to continue to support and reinforce communities, by empowering residents to maintain and protect their open space and to upgrade their gardens, by competitions, grants and/or other means.

2.8.4 Recreational Facilities

There are a wide range of recreational facilities in Wexford town including, Swimming Pool, Tennis Courts, Race Track, Golf Club, Cinema, Theatre, Parish Hall, boat clubs and community centres. These are complemented by the provision of parks and public open space (dealt with in Section 2.5), and by private facilities in a number of the town's hotels. Despite the existence of these facilities research carried out during the preparation of the Development Plan has shown that there is a need for greater community infrastructure in the town. In many areas of the town there is a lack of facilities for running youth clubs, other youth projects, training projects and community development and there are only two official Community Centres in the Town, Clonard and Coolcots. In addition there is a Community house in Wolfe Tone Villas and a converted retail unit devoted to the FAB (Ferndale, Ashfield and Belvedere) Community Development Project and a community centre in Westlands.

Policies Relating to Community and Recreational Development

It is policy of the Local Authority to:

- Encourage the utilisation of school facilities for public recreation.
- Encourage and where possible assist social and community development in the town.
- Support the actions of local community groups, particularly in socially disadvantaged areas.
- Identify, in conjunction with local community groups, the need for and facilitate the provision of, community and recreational facilities such as community centres, community houses, cultural centres and indoor and outdoor recreational facilities, through community enterprise and public private partnership. Where possible the Local Authority will use its power to provide sites.
- Provide and modify parks, recreational and cultural facilities in a manner that ensures the public's safety and accessibility, and encourages year round use.
- Facilitate organised private recreational facilities, having regard to the amenity of residential and other sensitive uses in the vicinity.
- Encourage the development of children's playgrounds in all newly zoned residential areas so that adequate facilities are provided close to future residential areas.

2.8.5 Objectives

It is an objective of the Local Authority to:

R1 Ensure that for all future development blocks in the environs, that one large area of active open space – in the form of playing/sports fields, basketball/tennis courts or other sports activities – be provided as a planned and integrated unit, serving that neighbourhood, in accordance with the Figure 11 – Development Objectives Map. This will require the amalgamation of a portion of all open space provisions in developments, expected at around 50 – 75%.

R2 Reserve and develop the walled gardens at Cromwellsfort as a public park.

2.8.6 Arts and Culture

It is increasingly recognised that Arts and Culture has an essential role to play in the economic, physical and social development of towns. Arts and culture can enhance employment provision, can provide the catalyst for cultural tourism development, can improve the image of a town (which is an important facet in attracting external investment) and can play a key role in community development. The Local Authority is therefore committed to supporting the development of arts and cultural activities in the town.

Wexford is very well endowed with cultural infrastructure. Perhaps the most important cultural edifice is the Theatre Royal and the most important cultural festival is the Wexford Opera Festival. The town is also home to the Wexford Arts centre and a number of other festivals including the Wexford in Bloom Festival and the Viking Festival. The Arts Centre provides valuable exhibition and performance

space and plays a role in supporting arts in the town. The Arts Officer for County Wexford also plays a role in the development of arts in the town. Wexford has recently formed a Film Commission and has developed an attractive environment for the film industry.

Policies

It is policy of the Local Authority to:

- Continue to support the development of the Arts Sector in the town. It will work with local organisations and community groups in developing arts in the town and in exploring the possibilities for community arts programmes.
- Encourage the provision of public art at appropriate locations throughout the town and particularly in new developments.
- Support the Wexford Opera Festival, to protect its context and to facilitate the response of supporting uses and events to it.
- Promote local self-sufficiency and participation in developing the community aspect of Local Agenda 21.
- Facilitate the provision of street theatre.
- Encourage the development of craft industries in the town.
- Facilitate the promotion of the exhibition of sculpture and other forms of art in public places.
- Continue to support and facilitate the film industry.

2.8.7 Objectives

It is an objective of the Local Authority to;

R1 Consider the use of the Carcur site (former landfill site) to accommodate occasional activities such as a circus, carnivals, travelling amusements and under certain limited circumstances, music concerts. **DELETED BY VARIATION No. 3, 14th July 2003**

2.9 EMPLOYMENT/INDUSTRY AND ECONOMIC DEVELOPMENT

2.9.1 Employment Profile

An analysis of the employment/unemployment profile of Wexford Town is contained in Section 1.3.4 of this plan. A more detailed analysis (see Table 12) of the numbers at work by industrial sector reveals the importance of services to the Wexford economy. Employment in the Services sector in Wexford accounted for 50.6% of the total of those employed in 1996, this was somewhat lower than the national level which stood at 51.3%. Manufacturing industry, continues to be an important source of employment in the town accounting for 27.0% of all employment in the town in 1996.

2.9.2 Industry and Services

The main source of official statistics on industry is the CSO's annual Census of Industrial Production. It provides data for Planning Regions and counties. However, it does not give a breakdown of establishment or enterprise data for towns such as Wexford. More geographically specific information is available from the IDA and Forbairt's listing of supported industrial enterprises that is outlined in Table 13 below.

Sector	Wexford		State	
	Number	%	Number	%
<i>Agriculture</i>	63	1.1	133,969	10.2
<i>Mining</i>	1	0.0	5,774	0.4
<i>Manufacturing Industry</i>	1,574	27.0	24,9131	19.1
<i>Building & Construction</i>	383	6.6	87,452	6.7
<i>Electricity & Gas</i>	25	0.4	11,709	0.9
<i>Commerce</i>	1,368	23.5	271,997	20.8
<i>Transport</i>	274	4.7	78,224	6.0
<i>Public Administration</i>	275	4.7	78,210	6.0
<i>Professional & Personal Services</i>	1,031	17.7	241,476	18.5
<i>Other</i>	826	14.2	149,294	11.4
<i>Total</i>	5,820	99.9	1,307,236	100.0

Source: Census of Population, 1996

Employment Size Class	Number	Percentage
1 to 15 (Very Small)	40	61.5
16-50 (Small)	12	18.5
51 to 200 (Medium)	9	13.8
201 Plus (Large)	4	6.2
Total	65	100.0

Source: IDA and Forbairt

Examples of a number of the larger employers in Wexford Town and surrounding areas is provided in Table 14 below. These figures illustrate that the most important industrial sectors in Wexford are the engineering, agribusiness and health products sectors. The argi-business and engineering industries are long established industrial strengths and should continue to play an important role in Wexford's economic development.

In addition to possessing an established industrial base the key strengths of the town as a location for industrial and services development are; its location and

access to export markets via the port of Rosslare Harbour; good road infrastructure from the town both to Dublin and other areas of the country; a high quality environment and significant agricultural and natural resources.

Despite the significance of services to Wexford's economy, this area possesses room for improvement in order to compete with national trends (See Table 12). The discrepancy between local and national figures reflects the underdevelopment of some elements of Wexford's service sector. There has been little development in internationally traded services area, such as software production, telemarketing and other high technologies. Opportunities exist for Wexford to develop support services in the areas of information technology and electronics, both of which are major growth sectors at national level.

Table 14: Large Employers in Wexford Town and Environs (1998)	
Name of Employer	Approximate Number of Employees
Wexford Electronix Ltd.	520
Sola ADC Lenses Ltd.	460
Abs Pumps	380
Equifax Database	250
Wexford Creamery Ltd.	134
Cow and Gate	120
Pierce Engineering Ltd.	120
<i>Source: IDA and Forbairt</i>	

2.9.3 Future Economic Development

The plan period is likely to be a period of unprecedented opportunity, given that strong national economic and employment growth is forecast into the early years of the Twenty First century and in light of changes in the economic environment, due to European Economic and Monetary Union, increasing globalisation of markets and rapid technological change.

At national level Forfas's report "Shaping Our Future A Strategy for Enterprise in Ireland in the 21st Century", outlines a comprehensive strategy to achieve the national objectives of reducing unemployment, particularly long term unemployment, to increase living standards to average EU levels and to raise the general quality of life of those living in Ireland.

The report focused on the potential for growth in both the services and manufacturing sectors. In the services sector the areas specifically identified by the report include the locally-provided services market, tourism, telecommunications based services, multi-lingual services and headquarters of Irish based multinationals. In manufacturing, the primary areas for development are the pharmaceuticals, medical and surgical goods, food and drink, publishing, printing and electronics.

In terms of manufacturing, as outlined above, Wexford is well represented in the food and drinks sector as it is in the medical and surgical goods sector. The town

has potential for developing its local services market, including tourism, and has some existing representation in telecommunications based services. There are also opportunities in developing indigenous small and medium sized enterprises in each of these sectors.

In supporting the development of the town's economy, the Local Authority will act in conjunction with the agencies mandated to deal with economic development including the South Eastern Office of Forbairt and IDA Ireland, the Wexford County Enterprise Board and the Wexford Chamber of Commerce.

In keeping with the overall strategy of the development plan the key to Wexford's future economic development is to ensure that such development is sustainable in environmental and social terms as well as in economic terms.

The Local Authority believes that the key elements in such a sustainable economic development strategy involve the following:

1. Building on the existing industrial resource base in a sustainable fashion, including the encouragement of linkages between larger and smaller firms and the development of clusters of expertise in existing sectoral areas of specialisation such as engineering.
2. Building on existing strategic infrastructure, by seeking to develop the town as a distribution centre, through the development of the south eastern transport corridor through Rosslare Harbour, and the development of good transport links with the rest of the country.
3. Encouraging best environmental practice in existing industries including the promotion of the following;
 - use of cleaner technologies
 - operation of the Polluter Pays Principle
 - reduction of energy consumption
 - prevention of or reduction of the production of waste
 - increase in recycling and reuse
4. Supporting businesses which utilise the natural resource base in a sustainable fashion, including, food and agribusiness, arts and crafts, and sustainable tourism.
5. Reducing private transport, through the support of mixed use zones, and home based activity and the linking of industrial locations with the overall transport network.
6. Nurturing innovation and the development of small scale indigenous manufacturing and services.
7. Attracting high technology industries with low environmental impact to locate in the town, through ensuring that there is suitable zoned land, and an adequate skills base.

2.9.4 Micro Enterprises

The County Enterprise Board is accorded the role of aiding the development of micro enterprises (those employing less than 10 people). This is an increasingly important sector in terms of employment creation. There will be a need during the plan period for increased provision of space for small scale enterprises, in particular

for small start up units or incubator units. The Local Authority will liaise with the County Enterprise Board and other relevant bodies, including the private sector, to ensure that needs in this area are met in order to facilitate the development of new small scale indigenous enterprises.

2.9.5 Tourism

Wexford is an important tourist destination in particular for the domestic market. The assets of the town as a tourism centre include; its heritage and its designation as a heritage town; the hosting of an internationally renowned festival in the Wexford Opera festival; its proximity to fine countryside and superlative beaches; the availability of activities such as angling and sailing; a range of accommodation types and an important flagship visitor attraction in the vicinity of the town - the National Heritage Park. The development of the harbour and quays will enhance the attractiveness of the town as a tourism centre, but considerable attention needs to be given to the harnessing of new markets such as conference tourism and activity breaks.

Since the last plan County Wexford Tourism has been set up with a full time marketing manager and a remit to promote the county as a tourist destination. The Local Authority is keen to work with this and other bodies such as the South East Regional Tourism Authority to overcome some of the weaknesses currently experienced by tourism in the town.

Wexford should capitalise on its close proximity to Rosslare Harbour, and on its natural and cultural amenities.

The Local Authority believes that the key to future tourism success is encouraging sustainable tourism development. Ill-conceived and poorly planned tourism development can destroy the very qualities of the natural and human environment that attracts visitors. Thus, the Local Authority will encourage the development of high quality tourism in the town. In considering tourism related development and infrastructure the Local Authority will strive to ensure that it is in keeping with the established uses and that it will not impinge on the existing amenity of the town.

2.9.6 Industrial Land

The promotion of economic activity within the town can only be undertaken if there is sufficient land ready to accommodate it. There are a number of existing industrial estates in the town, and the plan should aim to provide for sufficient land in the vicinity of these industrial estates to accommodate the consolidation of existing industry and the development of new industry during the plan period.

2.9.7 Policies on Economic Development

It is a policy of the Local Authority to:

- Ensure that future economic development is sustainable in environmental and social as well as in economic terms, creating not only high levels of employment but sustainable jobs which provide personal fulfilment and social and environmental benefits to the wider community.
- Provide sufficient quantities of suitably zoned industrial land to allow the continued development of industry in the town.
- Liaise with the IDA/Forbairt and other relevant bodies, to attract international investment and indigenous industries to the town.
- Continue to work closely with the Wexford County Enterprise Board to identify the needs of small businesses in the town and to encourage the setting up of further small enterprises.
- Promote and encourage, in association with other agencies, the development of incubator units for start-up firms and other small businesses.
- Facilitate home based economic activity subject to the protection of the amenities of residential areas.
- Work with tourist organisations and others in creating a positive image for the town as a tourist destination and in promoting the town as a tourist destination.
- Encourage and promote tourism development in a sustainable manner.
- Facilitate older indigenous industries where these may wish to relocate to economically viable sites.
- To provide the infrastructure to ensure that Wexford can compete in an increasingly competitive global market and in particular, in the area of transportation and logistics.

2.10 ENGINEERING, SANITARY SERVICES, UTILITIES AND ENVIRONMENTAL MANAGEMENT

2.10.1 Analysis

In general it is the policy of the Local Authorities to initiate and/or perform a central co-ordinating role to ensure that the timing and location of provided new services and utilities are compatible and concurrent with new construction.

2.10.2 Water Supply

The demand on the existing town water supply in Wexford is exceeding capacity and together with serious deficiencies in the drainage system, prevents the area reaching its full development potential. The water quality satisfies all standards, but peak demand (100,000 cubic metres per day or 2.2 million gallons) can exceed ability to supply during drought periods, by 30%, resulting in rationing and the taking of emergency supplies from County Council bore holes. The supply taken off the Wexford Water Connection Scheme and the Fardystown Water Scheme (part of) are intended to address these issues.

Stage 1 of the Wexford Conservation Scheme commenced in July 1998 will reduce waste, introduce state of the art water management systems and techniques and upgrade the distribution system ready to secure additional supplies from the Fardystown Water Supply Scheme. The aim is to deliver a reliable, quality product

to the consumer, efficiently and cost effectively. The savings in wastage and technical inefficiencies will proportionally reduce the need for capital investment.

Policies

It is the Policy of the Local Authority to:

- Ensure an adequate, sustainable and economic supply of good quality water to supply domestic, commercial and industrial needs.
- Implement the programme for upgrading water supply mains so as to provide adequate standards of water quality, pressure, storage, and fire safety.
- Conserve supplies through the elimination of leakages, in the interests of sustainability and efficiency.

2.10.3 Sewerage System

The existing Wexford town sewerage and drainage network is overloaded and undergoing major improvements. Domestic foul sewage from the town and its environs is discharged through over 20 separate outfall points into the harbour. The discharge of untreated wastewater directly into the harbour and at the mouth of the River Slaney is a cause of pollution to the receiving waters.

All of the town's sewerage problems are being addressed in Phase 1 of the Wexford Main Drainage Scheme which is currently under construction and is due for completion in 2001. Later phases will provide drainage infrastructure in Sinnottstown and Carcur, Newtown, Coolcots and contiguous areas (Farnoge Catchment). Also included is the quay extension, with ancillary amenities and interceptor sewer to intercept existing outfalls which are currently discharging into the Harbour together with the construction of foul and stormwater pumping stations at Trinity Street, Distillery Road and Farnogue. These will join the Main Drainage Scheme and will be brought to a new sewerage treatment plant at Strandfield, 2.5 km south of the town on the Rosslare Road. Flashflooding of the Bishopswater Stream will be controlled by a holding pond at Kileens.

In general the phasing of the Main Drainage Scheme is as follows:

- Phase 1. Bishopswater Catchment: expected completion by mid-2000
Sinnottstown Catchment: expected completion by 2001
- Phase 2. Farnogue Catchment: preliminary plan in progress.
- Phase 3. Remainder of Bishopswater Catchment.

Policies

It is the Policy of the Local Authority to:

- Collect the foul sewage from within the town and environs and to discharge it after treatment in a safe and sustainable manner.
- Separate foul and surface water drainage systems where feasible in order to reduce the volume of material entering treatment plants and ensure that all

new developments provide separate on-site foul and surface water drainage systems.

2.10.4 Surface Water Quality, Drainage Systems and Flood Control

Some areas within the town are susceptible to flooding due to tidal surge, flashflooding of streams and old and inadequate drainage systems.

The physical nature of the built environment, with its impervious surfaces, including roads, car parks and roofs, increase stormwater run-off into adjacent streams. Natural vegetation, such as trees and riparian vegetation, help to retain some of this rainwater and therefore help to regulate stream flows. The culverting of streams involves additional development costs, and culverts may need to be upgraded at later dates to accommodate future growth.

The provision of stormwater retention facilities serve a function in storing surface water which is in excess of the capacity available in downstream channels until storm flows have abated. However, they also provide for sediment settlement and assist in pollution control. The provision of such facilities represents a sustainable approach - economically and environmentally.

Two specific measures have been undertaken to reduce the chances of flooding in the town. The first is the Interceptor Sewer which is scheduled for completion by the end of 1999. A Stormwater Retention Pond has been planned for the Bishopswater area in order to hold surface waters during excessive flows, making use of an existing dam which was part of a distillery. This will be completed in mid-2000. The upgrading of the existing town drainage system will provide spare capacity for the future.

Policies

It is policy of the Local Authority to:

- Continue to implement the Water Quality Management Plan for the River Slaney, and to ensure that the water quality of the Slaney and other watercourses is maintained at a satisfactory level under the local authority's power and duty as Sanitary Authority and Pollution Control Authority.
- Promote public awareness on how to maintain water quality and to reduce waste.
- Develop and progress phases 2 & 3 of the Wexford Main Drainage Scheme.
- Prevent the alteration of natural drainage systems and in the case of development works require the provision of acceptable mitigation measures in order to minimise the risk of flooding and negative impacts to water quality (including run-off, erosion and sedimentation).
- Promote storm water retention facilities for new developments and existing catchment areas.
- Preserve and protect the water quality of natural surface water storage sites, such as wetlands, where these help regulate stream flows, recharge

groundwater and screen pollutants. They also provide important natural habitat functions.

- Prohibit the landfilling of wetlands.
- Identify and protect from contamination, aquifers and aquifer recharge areas used for domestic water supply.
- **Carry out a flood management assessment to identify areas affected and potentially affected by flooding: prepare policies for flood risk management. (INSERTED by Variation No. 3, 14th July 2003)**

2.10.5 WASTE MANAGEMENT

2.10.5.1 Waste Re-Use and Recycling

Wexford has four public recycling collection points and one Recycling Facility for the recycling of selected waste. The existing recycling collection points accept glass and cans. These are located as follows:

St. Aidan's Crescent (Pettitts Supermarket)
Crecent Quay Car Park
Custom House Quay (L&N Supermarket)
County Council Offices (Hill Street/Westgate).

The South East Recycling centre, located at Pembrokestown, recycles plastics, glass, corrugated cardboard and newspapers.

Policies

It is the policy of the Local Authority to:

- Promote recycling of materials by providing collection points for other materials such as textiles, computer paper, magazines, plastics, scrap metal, oil and laser printer toner cartridges, not currently available in the town.
- Promote the increased re-use and recycling of materials from all waste generators.

Refuse Disposal

Wexford's solid refuse waste is currently disposed of at a landfill site at Kilurin which has the capacity to accommodate the town and environ's waste over the next three years.

Policies

It is the Policy of the Local Authority to:

- Provide a future landfill site outside the plan area to cater for domestic and commercial waste from Wexford and to develop this with minimum detriment to the environment.

- Reduce the volumes of waste disposed of in landfills through the examination of feasible options for the pre-treatment of waste, including the operation of a segregated waste collection system and a major composting facility.
- Reduce the environmental damage caused by the practice of landfill through the promotion of “waste to energy” conservation and sanitary landfill.

2.10.5.2 Policy on Hazardous Waste

- It is the policy of the local authority to co-operate with other agencies in overseeing the safe disposal of hazardous waste.

2.10.5.3 Policy on the Re-Use of Landfill Sites

- It is the policy of the local authorities to encourage the re-use of landfill sites when full, for amenity, agriculture or other beneficial use.

2.10.5.4 Policy on Waste Management

- It is the policy of the Local Authority to ensure the enforcement of the “polluter-pays” principle in all waste management initiatives.

2.10.6 Air Quality

Households in Wexford have traditionally had a considerable reliance on smoke producing fuels, leading to poor air quality. Recently the town has been added to the list of urban centres which have a ban on non-smokeless fuels under S.I. 118/1998, Air Pollution Act 1987, and the Air Pollution (Marketing Sales and Distribution of Fuels) Regulations, 1998. However, the town has quite a reliance on car usage for short trips, another significant contributor to air pollution. The following policies will be adopted by the local authority in an effort to improve and maintain air quality:

Policies

It is the policy of the Local Authority to:

- Support public transport and non-motorised transportation as a means to reduce locally generated air emissions.
- Protect significant tree groups and other vegetation types and to encourage landscaping and tree planting as a means of air purification and the filtering of suspended particles.
- Continue to monitor the smoke and sulphur dioxide emissions in the Town and ensure that only smokeless fuel is used in the plan area.

2.10.7 Litter Control

Litter is a major concern of the Wexford residents. It is a noticeable problem on the Main Street. In the Household Questionnaire Survey carried out as part of the plan review process, 76 issues were listed by residents as dislikes about living in

Wexford. The highest single rating was litter, which was listed by almost 18% of the 536 responses received.

Policies

It is the policy of the Local Authority to:

- Ensure the strict enforcement of the Litter Pollution Act, 1997.
- Support and encourage educational campaigns, clean-up campaigns, the Tidy-Towns initiative and contribute to other national and international initiatives to reduce littering.

2.10.8 Public Toilets

There are currently three locations for public toilets within Wexford Town, including self cleaning toilets situated on Redmond Road and Common Quay Car Park. The toilets are well distributed through the town centre.

Policy

- It is the policy of the Local Authority to improve and provide additional public toilet facilities at suitable locations.

2.10.9 Fire Services

The town and environs are currently served by the County Council Fire Services. There is a need for additional facilities and the local authority is currently examining a range of suitable sites.

Policy

- It is the policy of the Local Authority to continue with its programme for the development of the Fire Brigade Service.

2.10.10 Public Utilities

Utilities or Public Utilities means enterprises or facilities that serve the public by means of an integrated system of collection, transmission, distribution, and/or processing through more or less permanent physical connections between the plant or company of the serving entity and the public they serve. Included are systems for the delivery of electricity, natural gas and telecommunications services. With increased privatisation of a range of utility providers, particularly in the field of telecommunications, there is an increasing public concern about the visual and other impacts of various infrastructural elements.

The local authority is aware of rapid advances in modern technology, notably the provisions of telecommunications, such as mobile phones and in particular, the internet.

There are currently no restrictions to the supply of most utilities in the plan area. The electricity demand has been growing rapidly over recent years (20% per annum). There is an upgrade of supply to meet demand and also to ensure that reserves are available in cases of emergency. Areas with limiting cabling capacity are currently being upgraded. Of the three sub-stations in the plan area (Newtown Road, Mulgannon and Clonard), the Clonard Station has recently received a new transformer and the Mulgannon sub-station is due for upgrading in 1999.

Improvements to the public lighting system are currently in progress.

Policies

It is policy of the Local Authority to:

- Facilitate the provision of utilities including electricity and telecommunications to serve the projected growth and consumer demand within the plan area.
- Ensure that all future developments are served with an adequate public lighting system.
- Ensure that all electricity substations and other utility services are adequately screened and/or landscaped where appropriate.
- Encourage utility providers to exercise restraint and sensitivity to the town, neighbourhood and/or street character in the provision of utilities and ensure that utilities and facilities are designed in such a manner as to reasonably minimise adverse aesthetic impacts on surroundings, buildings and land uses.
- Co-ordinate planning for utility facilities with the facility providers.
- Encourage, where feasible, joint use (co-location) of utility facilities and services, provided that such joint use is consistent with the limitations as may be prescribed by applicable law and prudent utility practice.
- Encourage the siting of certain facilities, such as public telephones, internet access points and other services into areas that lack such facilities or where demand and need is greatest.

2.10.11 Objectives

It is an objective of the Local Authority to;

- E1 Complete the implementation of Stage 1 of the Fardystown Regional Water Supply Scheme and Stages 1 and 2 of the Wexford Water Conservation Scheme, so as to provide an improved water supply for the town and environs (No map reference).
- E2 Provide additional 24 hour storage facilities for Wexford Town Water Supply in conjunction with the Fardystown Scheme (No map reference).
- E3 Complete Phase 1 of the Wexford Main Drainage Scheme which will include the replacement and improvement to the sewer network interceptor sewer, pumping stations, treatment and sea outfall, and complete the planning and

development of Phase 2, and commence planning of Phase 3. (No map reference).

- E4 With respect to the Kerlogue Treatment Works, it is the objective to implement an outer sterilisation boundary for surrounding sensitive developments such as food factories and houses, so as to reduce the impact of odour. Ancillary developments, such as ancillary open space, outdoor amenity areas and parking may be permitted up to the boundary of the treatment works site.
- E5 Provide a Stormwater Retention Pond in the Bishopswater Area.
- E6 Protect the natural drainage qualities of wetlands at Carcur, Strandfield, Rocksborough, Ballyboggan/Newtown/Ferrycarrig and Ferrybank.
- E7 Provide a “green recycling” facility in the vicinity of Carcur, to provide for the disposal of hedge clippings, tree trimming and other organic material.
- E8 Ensure the safe disposal of hazardous materials and household appliances, such as fridges (which release chlorofluorocarbons), oil, batteries, etc. by establishing a collection and recycling depot on specific weekends throughout the year (No map reference).
- E9 Replace the existing public toilets on South Main Street.
- E10 Provide a new Fire Station with the co-operation of the appropriate authorities (No map reference).
- E11 Encourage landscaping at the ESB sub-station on Newtown Road.

2.11 IMPLEMENTATION/FINANCE

2.11.1 Finance

The implementation of the policies and objectives in this plan are dependent on future local and central government finance. As a result, no funding for projects is guaranteed in advance. The assumption is that necessary capital will be forthcoming to implement these objectives. Should this funding not become available then, some of the objectives identified may not be implemented. Where appropriate, the Local Authorities intend to seek funding from any appropriate sources to implement objectives, including both public and private sector sources and other funding sources, such as, EU programmes and grants.

Grants for recreational forestry are available from the Forestry Service (Department of the Marine and Natural Resources). They are designed to encourage the planting of trees and woodlands where the emphasis is on the provision of public recreational facilities, including playground equipment, litter bins and seating. Such a grant could greatly assist the development of a public parkland at the

Carcur site. Its development could also be assisted by the Tree Council of Ireland which organises local and national events for National Tree Week every year, and by Crann, a voluntary body dedicated to broadleaved afforestation.

2.11.2 Implementation

The Local Authorities will require developers to implement objectives in the plan in their development proposals. It is intended that the provision of adequate serviced lands in an attractive environment will indirectly encourage private sector development in the area. The Local Authorities intend to exercise all their legal powers to ensure that objectives are implemented. This includes using compulsory acquisition orders where necessary. They will aim to achieve a partnership approach with public, private and voluntary organisations, such as the Arts Council, Bord Fáilte, FAS and various residents groups in the town, to facilitate the implementation process.

The implementation of development on lands zoned for residential purposes will be dependent on the phasing of development in association with the development of the proper infrastructure and in particular the availability of water and sewerage treatment facilities. In general, the sequence of phasing will be as follows:

Phases:

1. Ballynagee, Clonard Little.
2. Whiterock South and parts of Mulgannon.
3. Coolcots, Townparks, Carricklawn and part of Ballyboggan.
4. Strandfield, Rochestown, Sinnotstown and parts of Drinagh North.

The overriding principle in the phasing of development in the environs of the town, is to encourage and control the development of the town in a rational and sequential pattern, evolving naturally from the centre outwards. Once development is completed in areas prioritised for development, then development in subsequent areas will be permitted. Within large scale developments, phasing of development, roads and/or services may also be required.

In the implementation of this plan, it is intended that various agencies, including voluntary groups, professional institutions, public and private bodies and organisations will be encouraged to participate whenever appropriate. In order to encourage high quality designs for residential developments, which promote high densities, the local authority may consider the establishment of a pilot scheme or competition. This initiative may involve a number of public and private groups.

Section 3

DEVELOPMENT CONTROL

3.1 DEVELOPMENT CONTROL PRINCIPLES

3.1.1 Reason for Development Control

The purpose of development control is to give guidance to developers on the criteria used by the Planning Authority to assess planning applications in accordance with its primary objectives. This is a requirement of the Planning Authority under the Planning Acts. These standards and guidelines are intended to assist developers for all types of development. They take account of the policies and objectives of the plan and circumstances relating to the control of development and the protection and improvement of the environment. Adherence to these standards can avoid unnecessary delays, however this does not necessarily mean that permission will be granted for all developments which are in compliance with these standards.

3.1.2 Land Use Zoning Statements

The following are the Land-Use Zoning Objectives (See Volume 2 for Land Use Zoning Map)

- R1 “To Provide for Low Residential Densities”
- R2 “To Provide for and Protect Residential Amenities”
- R3 “To Provide for Medium Residential Densities”.
- CF/R “To Provide for Community Facilities and/or Residential Uses”.
- I “To Provide for Industrial, Warehousing and Distribution”.
- P “To Provide for Port Related Activities”
- C1 “To Provide for Town Centre Uses”.
- C2 “To Provide for Neighbourhood Centre and Community Facilities”.
- EE “To Provide for Employment and Enterprise”.
- A “To Provide for Agricultural Development and Maintain Rural Character”.
- OS “To Provide for Recreation, Amenity and/or Open Space”.
- AVI “Provide for Agriculture and Protect Areas of Visual Importance”.

- PM “Provide for Port and Marine Amenity Activities”.
- RP “To provide for a Retail Park to include Retail Warehousing”.
- MIX “To provide for a mix land use zone that may comprise of residential, business, tourism and leisure uses subject to a detailed Action Area Plan being prepared and approved by the Planning Authority”.
- BTP “To provide for a Business and Technology Park”.

USE CLASS RELATED TO USE ZONE

USES	R1	R2	R3	R/CF	I	C1	C2	RP	E&E	A	OS	AVI	PR	MIX	BTP
Advertisement	N	N	N	O	O	O	O	O	O	N	N	N	O	O	O
Agricultural building	N	N	N	N	O	N	N	N	N	P	N	O	O	O	N
Amusement /Arcades	N	N	N	N	N	O	O	N	N	N	N	N	N	O	N
Financial Institutions/ Facilities	N	N	N	O	N	P	P	N	O	N	N	N	N	O	N
Bed and Breakfast	O	O	O	O	N	P	P	N	O	N	N	N	N	P	N
Betting office	N	N	N	O	N	P	P	N	N	N	N	N	N	O	N
Car park	O	O	O	O	O	O	O	P	O	O	O	N	O	P	O
Car park multi storey	N	N	N	O	O	P	P	P	O	N	N	N	N	O	O
Childcare facilities (crèche/nursery)	O	O	O	P	O	O	P	O	O	N	N	N	N	P	O
Civic and amenity recycling centre	O	O	O	P	P	P	P	P	P	N	N	N	O	P	O
Civic Buildings	O	O	O	P	O	P	P	O	O	O	N	O	O	P	O
Cultural/Recreational/Leisure	O	O	O	P	N	P	P	N	O	O	N	N	O	P	N
Education	O	O	O	P	O	P	P	N	P	N	N	N	N	P	P
Enterprise centre	N	N	N	N	O	O	O	N	P	N	N	N	O	P	P
Funeral home	O	O	O	O	N	O	O	N	N	N	N	N	N	O	N
Garden centre	N	N	N	N	N	O	O	O	N	O	N	O	N	O	N
General industrial uses *	N	N	N	N	P	N	N	N	O	N	N	N	N	N	N
Halting site	O	O	O	O	N	N	O	N	N	O	N	N	N	O	N
Home-based economic activity	O	O	O	O	O	O	O	N	O	O	N	N	N	P	N
Hotel	O	O	O	O	N	P	P	N	N	N	N	N	N	P	N
Hostel	O	O	O	O	N	P	P	N	N	N	N	N	N	O	N
Light industry	O	O	O	O	P	O	O	N	O	N	N	N	O	O	O
Medical and related consultants	O	O	O	O	N	P	P	N	N	N	N	N	N	O	N
Motor sales showroom	N	N	N	N	O	O	O	O	N	N	N	N	N	N	N
Night-club	N	N	N	N	N	O	O	N	N	N	N	N	N	O	N
Office	O	O	O	O	O	P	P	O	O	N	N	N	O	O	P
Park and ride facility	P	P	P	P	P	O	P	O	O	O	N	N	N	P	P
Petrol station	N	N	N	O	O	O	O	N	O	N	N	N	N	N	N
Public house	O	O	O	O	N	P	P	N	N	N	N	N	N	O	N
Refuse transfer station	N	N	N	N	O	N	N	N	N	O	N	N	N	N	N
Residential	P	P	P	P	N	P	P	N	O	N	N	N	N	P	N
Restaurant	N	N	N	P	O	P	P	N	O	N	N	N	O	O	O
Retirement home / Villages **	O	O	O	O	N	O	O	N	N	N	N	N	N	O	N
Retail (comparison) ***	N	N	N	O	N	P	P	P	O	N	N	N	N	N	N
Retail (convenience) ****	O	O	O	O	N	P	P	O	N	N	N	N	N	O	N
Storage /Transport depot	N	N	N	N	P	N	N	O	O	N	N	N	N	N	N
Service garage	N	N	N	N	O	N	O	O	O	O	N	N	N	N	N
Take-away	N	N	N	O	N	O	O	N	N	N	N	N	N	N	N

***Notes on Uses**

1 General Industrial Uses include all industrial manufacturing, processing and storage outside the definition of light industry.

Leisure and restaurant activities (including similar or supporting facilities) are open for consideration in the Business Technology Park, subject to the requirement that they are not developed as free-standing or independent uses, but remain ancillary to the business and technological use and character of the area for which it has been zoned.

Permitted in Principle

A use which is Permitted in Principle is one which the Local Authority accepts in theory in the relevant zone, however, it is still subject to the normal planning process including policies and objectives outlined in the Plan.

Open for Consideration

An Open for Consideration use is one which the Local Authority may permit where it is satisfied that the suggested form of development will be compatible with the policies and objectives for the zone, will not conflict with the permitted uses and conforms with the proper planning and development of the area.

Not Normally Permitted

Development which is classified as Not Normally Permitted in a particular zone is one which will not be entertained by the Local Authority, except in exceptional circumstances. This may be due to its perceived effect on existing and permitted uses, its incompatibility with the policies and objectives contained within this Plan or the fact that it may be inconsistent with the proper planning and development of the area.

3.1.3 Guide to the Constituents of a Planning Application

To obtain planning permission it is necessary to submit a comprehensive planning application, which complies with the Planning Acts to the relevant local planning authority i.e. Wexford Corporation or Wexford County Council, depending on the administrative area involved (See Figure 1). Advice and guidance on making a planning application is available from the planning authority.

The details which must be contained in the planning application will depend upon the type of planning permission applied for, i.e. permission, outline permission or approval. While permission is the most common type of application, there may be circumstances where outline permission and subsequently approval may be more suitable. It is important that those making an application to the planning authority have a sufficient legal interest in the site or property or have the written consent of the person who has the legal interest.

A fee is payable with the planning application. The amount of the fee varies according to the type of development proposed and the type of permission being sought. Details of fees can be obtained from the planning authority.

Documents to be submitted with a planning application will vary with the type of development proposed. The local planning authority will specify the documents required.

Public notice of all development proposals must be provided prior to the making of an application.

These notices must identify the Planning Authority, the location of the proposed development, the name of the person making the application, the type of permission applied for and specify the nature and extent of the proposed development. The notices must be unambiguous and accurate. If they are not, it will be necessary to publish and/or erect a further notice. This will invalidate and cause delays in processing the application.

The above should be taken as a guide only and the law governing the planning system is set out in the Local Government (Planning and Development) Act, 2000, the Local Government (Planning and Development) Regulations, 2001 and any cognisance will be taken of any other legislation, regulations or guidelines which are issued during the period of this Plan.

3.1.4 Guide to Information Requirements for EIS Procedures Environmental Impact Assessment (EIA) is a procedure for;

1. systematic examination of the likely effects on the environment of a proposed development;
2. ensuring that adequate consideration is given to any likely effects arising from the development; and
3. avoiding, reducing or offsetting any significant adverse effects.

Environmental Impact Statements (EIS's) form the basis of an EIA. An EIS must be submitted with an application for planning permission for any development which is "specified development" under Article 24 of the European Communities (Environmental Impact Assessment) Regulations 1989. The Planning and Development Regulations, 2001, set out in detail the requirements in this regard.

An Environmental Impact Statement must contain the following information;

- (1) Description of the development proposed, including information about the site and the design and size or scale of the development.
- (2) The data necessary to identify and assess the main effects which that development is likely to have on the environment.

A description of the likely significant effects, direct and indirect, on the environment of the development, explained by reference to its possible impact on-

- Human Beings
 - Flora
 - Fauna
 - Soil
 - Water
 - Air
 - Climate
 - The Landscape
 - The interaction between any of the foregoing,
 - Material Assets
 - The Cultural Heritage
- (4) Where significant effects are identified with respect to any of the foregoing, a description of the measures envisaged in order to avoid, reduce or remedy those effects.
 - (5) A summary in non-technical language of the information specified above.

The EIS may, by way of explanation or amplification, include the following information;

- (1) The physical characteristics of the proposed development, and the land-use requirements during the construction and operational phases.
- (2) The main characteristics of the production process proposed.
- (3) The estimated type and quantity of expected residues and emissions resulting from the proposed development when in operation.
- (4) The main alternatives studied.
- (5) The likely significant direct and indirect effects on the environment of the development proposed which may result from –
 - the use of natural resources;
 - the emissions of pollutants, the creation of nuisances, and the elimination of waste;
 - the forecasting methods used to assess any effects on the environment about which information is given; and
 - any difficulties, such as technical deficiencies or lack of knowledge, encountered in compiling any specified information.

In an environmental impact statement, a non-technical summary of that information is required. In certain situations, a study of alternatives is required. The newspaper notice accompanying the planning application must refer to the EIS. Copies of any EIS may be purchased from the Local Authority.

3.2 SITE DEVELOPMENT STANDARDS

3.2.1 Density

Controls on density will relate to the location of the development. In this respect, densities shall maximise on infrastructure, support the feasibility of appropriate uses, develop access to public transport, and ensure that resident's are located as close as possible to communities and facilities.

Density controls must also be applied to ensure that good townscape is respected and maintained. The height of a building, together with its mass and use intensity must respect the character of its surroundings. Permitted densities must ensure that basic service requirements are also achievable on a site. Densities are outlined as follows:

- | | |
|-----|---|
| R1: | To Provide for Low Density Residential Use:
Maximum of 24 Bedspaces per Acre. |
| R2: | To Provide for and Protect Residential Amenities:
Minimum of 24 Bedspaces per Acre. |
| R3: | To Provide for Medium Residential Densities:
Minimum of 75 Bedspaces per Acre. |
| C1: | To Provide for Town Centre Uses:
Housing Densities shall be determined by the Planning Authority but with reference to garden sizes as set out in Section 3.3.4. |
| C2: | To Provide for Neighbourhood Centre and Community Facilities: |

Housing Densities shall be determined by the Planning Authority but with reference to minimum rear garden sizes as set out in Section 3.3.4.

R/CF: To Provide for Community Facilities and Residential Uses:

Minimum of 24 Bedspaces per Acre.

In calculating bedspaces per acre, the following standards will apply:

One Bedspace (Single Bedroom): A minimum of 6.5 square metres.

Two Bedspaces (Double Bedroom): A minimum of 10.2 square metres.

Note: All densities refer to Gross Densities per Acre.

With the exception of Zones R1 and R3, the above densities are set as guidelines only and the actual density in any particular location will be determined by considering the following:

- (1) The extent to which the layout meets all other criteria for residential development.
- (2) Existing densities in adjoining residential areas.
- (3) The capacity of the infrastructure to absorb the demands of the proposed development.
- (4) Existing landscape and other features of the site.
- (5) The housing need of the area.
- (6) The amount of land serviced for housing in the area.
- (7) Principles of sustainability.
- (8) Design Quality – higher densities may be permitted in developments exhibiting high levels of design.
- (9) Proximity to main transportation routes.

Apartments will be normally permitted in Zones R1, R2, R3, C1, C2 and R/CF. Apartment developments will be encouraged to maximise on density provisions with regard to townscape considerations outlined in this section, the provisions of Section 3.3.3, Section 3.3.7 and the criteria outlined above. Where feasible the Planning Authority will try and accommodate a density of 100 bed spaces per acre for apartment developments, except in R1. In this zone, apartments will be required to conform with the overall density provision of a maximum of 24 bedspaces per acre.

3.2.2 Plot Ratio

Plot ratio is the relationship between site area and the total floor area of the buildings erected on it. The plot ratio is calculated by dividing the gross floor area of the building by the site area. The purpose of plot ratio control is to prevent the adverse effects of both over-development and under-development on the amenity and layout of buildings, to achieve desirable massing and heights of buildings, to balance the capacity of the site and the capacity of

frontage streets. The local authority may use its discretion in permitting appropriate plot ratios up to any height, but the following are recommended plot ratios:

Zones C1, C2, P and EE:	Plot ratio of 2.5-3
Zones R1, R2, R3, CF/R and I:	Plot Ratio of 1.5

3.2.3 Site Coverage

Site coverage is expressed as a percentage, determined by dividing the total site area by the ground floor area of the building. Site coverage is controlled in order to provide for light and space within the urban fabric. It ensures that the urban fabric is not inappropriately overloaded with building mass. The maximum recommended standards for site coverage are outlined below, but these standards are intended to be indicative. Each site and its proposed development will be assessed in the context of the immediate surrounding town.

Zone C1, P:	80-100%
Zones C2, EE, I, R2,R3 & R/CF:	70%
Other Zones:	Maximum 50%

3.2.4 Building Lines

- 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.
- Generally it will be an aim to create a continuous building line along a street edge. Consistent building lines will also be encouraged in the design of neighbourhood centres and in new industrial/business park developments, where buildings will have a clear relationship with each other.
- In deciding where a building line should be located, the form of development to which it is related will be considered.
- Where located along roads of traffic importance, increased setbacks may be determined to provide for greater amenity and safety of road users and residents and for future road widening.
- Building lines may be relaxed in the following cases:
 - to incorporate key landscape features into the development layout,
 - for innovative designs which can positively enhance the townscape
 - to provide important areas of public open space, i.e., squares
 - in order to facilitate traditional building forms with open courtyards, etc.

3.2.5 Building/Structure Height

The following factors will be considered in assessing applications for a high buildings:

- Excessive overshadowing and loss of light.
- The scale of an existing streetscape.
- The extent to which the building distracts from structures or spaces of architectural or historic importance.
- The extent to which the building detracts from important landmarks.
- Attractive public views from significant vantage points that would be obscured by the building.
- The degree of obtrusion of the building on the skyline.
- The degree to which the building may contribute to the overall townscape. In particular, care will be required in the treatment of roof-tops and all machine/mechanical rooms will need to be adequately screened or designed as an integral part of the building.
- The degree to which its prominence is justified in the townscape. Traditionally, only public buildings received prominence in height.
- The scale of the building in relation to surrounding urban space, together with the effect of the building on the quality of the space.
- The effect of the building on the micro-climate in the immediate vicinity.

3.2.6 Protected Structures

It is policy of the planning authority to secure the preservation of buildings, and structures or features of architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or value listed in Appendix A.

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

The planning authority will have regard to the artistic, architectural or historic interest, the design, quality and character of surrounding development and the condition of the structure when deciding such applications.

The status of protection provides that any works which would affect the historical, archaeological, artistic, scientific, social or technical character of a protected structure, or any element of that structure will require planning permission, even where those works would normally be exempt under Section 4 of the 2000 Act.

The protection of a building or structure does not necessarily prohibit the carrying out of works or alterations but ensures that such works are reviewed

and assessed by the planning authority, so as to ensure that any proposed alterations would respect the character of the building or structure.

As it is not possible to define the essential character of every individual item listed in the plan, the character of the structure or a building will be determined on a case by case basis through the planning application and/or declaration process. Normally, however, the character of a building/structure will refer to elements such as its scale, height, proportion, material, form, surface treatment (i.e., rendering and/or painting), roof-pitch, plot-width, building line and artistic or architectural qualities.

3.2.7 Archaeology

It is policy of the Planning Authority to ensure that archaeological material is not unduly destroyed so that an opportunity will be given to investigate and record any material of archaeological value that may be found on sites which are outside the Zone of Archaeological Interest (See Figure 9) and which are set out in Appendix A.

Where archaeology is likely to be encountered or impacted by a proposed development, developers will be advised of their obligations under the National Monuments Act. Developments which impact on the town's archaeology will be treated as follows:

- within the zone of archaeological potential, archaeological remains will be investigated, recorded and/or preserved.
- outside the zone of archaeological potential, where in the opinion of the Planning Authority developments involve major ground disturbances, conditions relating to archaeology may be applied,
- the Local Authority will require that archaeological investigations be undertaken prior to the commencement of development, and by a licensed archaeologist,
- the developer will be liable for the cost of archaeological investigations,
- the Local Authority may require the developer to submit a report, prepared by a suitably qualified archaeologist, on the archaeological implications of the proposed development. The planning authority may impose conditions requiring:
 - Professional archaeological supervision of site excavations.
 - Funding by the applicant of archaeological monitoring, testing and/or assessment.
 - Preservation of all or part of any archaeological remains.
 - conditions may be imposed which modify the development in order to facilitate archaeological investigation or preservation.

Developers will be encouraged to supply an archaeological assessment and a method statement outlining construction procedures as part of their planning application.

When considering planning applications in zones of archaeological potential and on, or in close proximity to, sites of known archaeological significance, the Local Authority will have regard to the National Monuments Act and to the views and recommendations of the National Monuments Service (Department of Arts, Culture, Gaeltacht and the Islands). Regard will be had to the nature of sub-surface works which could impact on archaeological material.

3.2.8 Landscape/Vegetation

A landscape plan shall accompany all planning applications, unless otherwise determined by the Planning Authority. The landscaping scheme shall be designed as an integral part of the development and shall consider the following factors:

- The developer will be responsible for the grading, hard landscaping, planting and further development of open space, including the provision of footpaths.
- Existing landscape features such as stands of mature trees, hedgerows, rock outcrops and water features shall be properly identified and retained where appropriate. Note hedgerows can be given the appearance of a conscious design decision by additional planting on the edge and at junctions.
- Layouts will be required to facilitate the retention of the maximum number of significant trees.
- New developments will be required to consider the future growth, management and maintenance of the landscape and open space areas. Planting needs to have a careful balance between quick-growing species for early maturity and longer lived trees which may reach their peak in up to 100 years time. The landscape plan and the selection of plant species should consider low maintenance species. Generally single trees require more expert attention than those in composite groups, which are less vulnerable to damage. Formal, single tree-lines have little effect as screen belts or buffers and for this reason groupings of young trees will be encouraged. Native tree species are more valuable as wildlife habitat than introduced species, because they support a greater variety of insect life. These will generally be preferred.

The Local Authority shall require the developer to carry out the landscape improvement to open space. Security by means of a financial bond may be required to ensure the protection of existing trees on a development site or to ensure that a landscaping plan is adequately implemented.

3.2.9 Infrastructural Service Standards

In general, applications for housing development on unserviced and unzoned lands within the Development Plan boundary will be regarded as premature.

Where water and/or sewerage infrastructure is privately provided, the type and design shall be in compliance with the standards set by the Planning Authority. In addition, provision must be made for possible future connection into the public system. All sewerage systems should conform with the proper planning and development of the area and public health standards. Septic tanks, individual and/or group schemes will be required to hook-up to the public sewerage scheme when it is provided.

All services should be provided underground in the interests of amenity.

3.2.10 Regulating and Controlling the Siting Overhead electricity Cables

In relation to overhead Electricity Supply cables, while it is the policy of the Local Authority to eliminate the visual intrusion caused by such cables, the Local Authority agreed a joint policy with the ESB in 1974 as follows in pars. (a) to (c) below.

- (a) For future building development the ESB will endeavour to locate its 38KV overhead lines completely clear of housing development.
- (b) In areas of extensive housing development, where there is no suitable overhead alternative, the Board will agree in principle to placing a 38KV line underground.
- (c) In the case of isolated developments in areas zoned for extensive housing, electricity lines will normally be retained overhead until such time as houses are constructed.
- (d) With regard to internal housing estate transmission lines, the Local Authority will continue with its policy that where possible all such lines will be placed underground both in Local Authority housing development and in all new private housing estates. The Local Authority will ensure that in any area of high amenity value, overhead lines will not be permitted.

3.2.11 Access for the Disabled

All new buildings of public resort¹⁰ must conform with the design guidelines set out in "Access for the Disabled Minimum Design Criteria", 1988 and the Technical Guidance Document - Part M of the Building Regulations, 1997. In particular, reasonable provision should be made to enable disabled persons to have safe and independent access to a building and to those parts of the

¹⁰ Includes buildings ordinarily used in whole or in part as a church or other places of public worship, as a hospital, public institution, college, school, museum, library, cinema, bank, health centre, community centre or shopping centre.

building to which it is appropriate to have access. Where sanitary conveniences are provided in public buildings, reasonable provision shall be made for disabled people. In the case of community centres and buildings which are commonly used by disabled persons or the elderly for social activities, the Planning Authority will require that at least one W.C. compartment in the building be usable by chair bound people. Access in the town centre will also be assessed in the positioning of street furniture and other such elements. Car parking provision shall be provided for the disabled and mobility impaired in all car parking development. The minimum criteria for such parking provisions are detailed in "You can park Here" Guidelines published by the National Rehabilitation Board in 1994.

Developers are advised to consult with "Buildings for Everyone - Access and Use for All the Citizens", National Rehabilitation Board, 1998.

3.3 RESIDENTIAL STANDARDS

3.3.1 Private open space

Private space shall be of such disposition or layout as to afford the maximum privacy, sunlight and views. See also Section 3.3.4 - Minimum Rear Garden Size.

3.3.2 Public Open Space

In residential development developers shall provide communal open space equivalent in area to a minimum of 10% of the total area of the site or 1 hectare per 170 dwellings (equivalent to approximately 2 hectares per 1,000 population), whichever is greater. Alternatively, if it is deemed by the planning authority not to be in the interests of the proper planning and development of the area to insist on the provision of open space at this rate, and/or where there is a difficulty on the part of the developer in providing this space, the planning authority may choose one of the following options:

- That the developer contribute a financial contribution per residential unit towards the provision of an open space by the Local Authority elsewhere (as provided in Section 48 of the 2000 Act).
- That the developer provide to the Local Authority's specification, open space or a portion of open space elsewhere. If this option is engaged, the open space shall generally be provided within a reasonable distance from the development (circa 400 metres). However, in specific cases the Local Authority may accept land outside the built up area as meeting part of the requirements above, where it can be utilised in conjunction with the provision of a major park.

- Alternatively, the Planning Authority may consider arrangements whereby appropriate community facilities may be provided in lieu of the developers open space requirements.

The Local Authority may require that the open space provision of any development be located in a specific area in order to assemble open space quantities of satisfactory size, or to enhance the existing features of the area.

In calculating the area of open space, roads, roundabouts, footpaths, grass margins and other areas of incidental open space shall not qualify for open space assessment. In large developments, a range of public open space sizes and types should be provided to cater for active and passive recreational needs as well as creating variety in the development.

The open space should be designed and located so as to complement residential layout and should be visually, as well as functionally, accessible to the maximum number of dwellings within the housing area. Incidental, inaccessible or backland space will generally not be acceptable and will only be permitted where it performs a specific function, which is clearly demonstrable, such as preserving key landscape features, providing a necessary screen belt, or a specific part of a landscape plan. However, the planning authority reserves the right to make the judgement that such spaces within a development layout, may not be sufficient in meeting minimum requirements.

In the provision of small open space that may be used as children's play areas, emphasis will be on ensuring that spaces are generally overlooked so that some degree of supervision may take place.

Generally, the backs of houses should not bound the open space site. It is more desirable that houses front onto open spaces. Open spaces should be located where they do not cause an excessive security problem for households.

Land reserved for open space which is to be dedicated for public use must be so dedicated before the development is substantially completed and the Planning Authority will require to be satisfied that effective arrangements exist for the maintenance of such open spaces.

Where large open spaces are provided a suitable boundary treatment shall be provided, including kerbing, low walls and/or landscaping. A boundary wall is required where open space is adjacent to a main public road.

3.3.3 Open space for apartments

The provision of some communal open space, suitably landscaped, shall generally be required, for all apartment schemes. The total of such open space

area for apartment developments shall not be less than 10% of the total site area, or:

- 5 square metres per bedspace in the C1 Zone (Town Centre);
- 5 square metres per bedspace in the R3 Zones which lie within the Corporation Boundary;
- 15 square metres per bedspace in all other zones,

In exceptional circumstances, the Local Authority may accept lower standards as adequate in serving the needs of the residents, such as where there is ample provision of private open space in balconies and/or semi-private/public open space provided by means of roof gardens which permit access to all residents.

Generally, the minimum clearance distance between opposing windows of residential blocks will be 11 metres to minimise overlooking, loss of daylight, and reduce shadow effect, but in exceptional circumstances and by agreement with the Planning Authority this dimension may be slightly reduced where the particular design solution can demonstrate other positive townscape advantages or ameliorating factors.

Balconies and roof gardens, particularly in the town centre, may be permitted in the design of new apartment developments, particularly where it is not practicable to provide a communal garden or landscaped area. Roof-gardens will require a secure boundary treatment and shall be adequately landscaped. Consideration will be given to the orientation of balconies. Balconies, and in particular, projecting balconies, will be required to be designed as an integral part of a building, and shall respect the streetscape and townscape context and surrounding amenities. Balconies shall not protrude over public property.

3.3.4 Minimum Rear Gardens for Houses

A minimum rear garden size of 75 square metres is generally required for the R1 Zone. A minimum rear garden size of 60 square metres is generally required in the R2 and R3 zones. In exceptional circumstances the minimum rear garden size may be reduced to 25 square metres in the following areas:

- the Town Centre Zone (C1)
- older established areas where the design and layout is in context, within the Municipal Boundary
- and within Medium Residential Density Zones (R3).

However, a reduced garden size may be permitted in exceptional circumstances with the agreement of the Planning Authority, where the majority of the houses comply with the minimum garden sizes set out above and where a particular house performs a distinctive townscape role; such as a key corner site or on an

unusually restricted site, where due to its situation in the overall layout, it cannot be provided with a standard private garden.

Factors to be considered in determining reduced garden sizes, include:

- The size of the household - smaller, one and two bedroom dwellings may not require larger gardens.
- The provision of communal open space associated with the development - smaller garden sizes may be permitted in association with increases in communal open space, provided that the garden space is entirely private, situated on the non-entrance side of the house, is not overlooked and is screened with a durable, long lasting material (garden trellises or wooden garden screens will not be permitted).

Rear garden sizes should generally be provided with a durable, permanent durable barrier, a minimum of 1.4 metres in height, to ensure privacy and 1.8 metres high where backing onto a public area other than a public roadway.

3.3.5 Housing Layout and Design

Large residential areas shall generally be broken into small functional and visual groups of 20 houses or less houses, which fulfill a social and aesthetic need for identity. These shall be designed to create safety for young children, facilitate social interaction and introduce variety into the visual environment, avoiding monotonous repetitive type of development. Each group of houses should have its own visual identity, variations being achieved by layout, building lines, house design, colour and hard and soft landscaping.

The housing development should relate to the surrounding urban form and land use. Protection and respect for the existing amenities and the character of the area is important and should be regarded as a feature of good design. Layouts should respect the need for access and to the normal range of local services required by residents.

Residential areas should be designed with personal security in mind. Areas used by the public such as open spaces, roads and footpaths should be overlooked by housing.

Residential layouts should be designed in such a way that through traffic be discouraged. Road alignments should discourage speed and give priority to the safety and convenience of pedestrians and cyclists. There should be easy access to individual houses and road widths should be sufficient to accommodate two vehicles passing. Turning areas must provide for the needs of emergency vehicles. Adequate off-street facilities for parking, including visitor parking, should be provided.

House design should make use of materials, architectural form and colour to create a high level of visual amenity. Colour may be used to create a sense of identity within the development. Natural features or landmarks such as mature trees or views or vistas should help to enrich the layout and orientation of housing. Housing designs shall consider orientation and sun-path so as to maximise amenity, daylight and the benefits of passive solar gain to domestic heating. The Planning Authority will require a variety of house types in developments over 10 houses. The creation of “landmarks” within the estate, whether through retention of existing features or by introduction of new features will be encouraged.

3.3.6 Car Parking Standards

Car parking spaces will be calculated on the basis of one or two per dwelling unit. These may be provided on-site or one space may be provided off-site within approximately 30 metres of the dwelling. In the case of on-site carparking, the front garden depth shall be a minimum of 6 metres and gates shall not open outwards.

In some older residential areas, small front gardens and original features such as railings, are characteristic of the overall development scheme. Proposals for off-street parking need to be balanced against loss of amenity - visual and physical - and will be considered in light of traffic flows and car parking in the vicinity. Alterations to the footpath may be carried out by the Local Authority at the applicant’s expense.

3.3.7 Layout and Design of Apartments and Flats

- The conversion of houses to flats in predominantly single family dwelling areas will not be permitted as such conversions would lead to a deterioration in the residential amenities of these areas. However, the subdivision of large houses and houses on primary traffic routes in the town centre may be permitted in certain circumstances.
- Table 15 outlines the minimum floor area and room dimensions for apartments, flats, bedsits and studio apartments. Permission will not normally be granted where unit sizes are less than dimensions outlined. Each wall of each habitable room should be at least 2.4m long. The ceiling height shall be at least 2.4 m.
- Each flat/bedsitting room shall be “self-contained”, i.e. there shall be only one door to each flat from the communal passageway. Each flat/bedsit/ apartment studio shall be provided with its own W.C. and bathroom.
- Units should show a high quality of building design and site layout and have due regard to the character and amenities of the surrounding landscape and/or townscape.

- In relation to the layout of apartment developments, developments should incorporate common spaces, terraces, courtyards and incorporate spaces which are designed so as to provide a safe and pleasant environment. In a case where accommodation is being provided over a business which is in separate occupation, a separate access should be provided.
- Apartment schemes should provide communal facilities to serve the needs of residents, including concealed refuse bin storage areas, storage, bicycle storage areas, and washing and drying facilities. These facilities should be conveniently located and well ventilated.
- Consideration should be given to the needs of disabled people in the location, layout and design of communal facilities and the future adaptation of some units to meet the needs of the disabled.
- Proposals for apartments or for the conversion of buildings into bedsits/flats should take account of standards set out in the “Guidelines on Residential Development in Designated Tax Incentives Areas,” Department of the Environment, September, 1995.

Table 15: Minimum Floor Area and Room Dimensions for Apartment Units, Flats, Bedsits & Studio Apartments

Apartment/Unit	Bedsit/Studio	One Bedroom Apartment (2 bedspaces)	Two Bedroom Apartment (3 bedspaces)	Three Bedroom Apartment (5 bedspaces)
Living Area	11 m ²	11 m ²	13 m ²	15 m ²
Kitchen Area	9 m ²	5 m ²	5 m ²	6 m ²
Dining Area	(included in Kitchen Area)	4 m ²	6 m ²	8 m ²
Bathroom	3 m ² (Shower)	—	—	—
Bedroom Double	—	10.2 m ²	10.2 m ²	10.2 m ²
Bedroom Single	(included in Living Area)	N/A	6.5 m ²	6.5 m ²
Storage Area	1.5 m ²	1.5 m ²	2.5 m ²	3.5 m ²
Circulation Area	—	—	—	—
Total Floor Area	30 m ²	38 m ²	55 m ²	70 m ²

Notes: Where figures are not given, flexibility is given to architect/designer. Storage Area excludes area occupied by hot water cylinder.

3.3.8 Separation between Houses

A minimum of 2.3 metres shall be provided between the side walls of detached, semi-detached and end of terrace dwellings to ensure privacy and ease of access. A property boundary should ideally occur mid-way along this dimension.

3.3.9 Back-to-Back Dwellings

Houses should be designed in such a manner as to minimise overlooking and overshadowing of adjoining residences. In houses where the back faces directly, bedroom windows should be no closer than 15 metres to each other, except where special circumstances exist or design solutions are agreed with the Local Authority. A reduced distance between opposing windows will also be considered for single storey dwellings or bungalows, especially where the boundary wall separating dwellings is solidly constructed to a height that prevents overlooking from within dwellings. A reduction of distance between opposing windows will also be considered for corner sites or where a site is of an unusual configuration or where building lines are not parallel and where a direct view from opposing windows is not possible.

3.3.10 Infill Housing

Within established built up areas and areas adjoining the existing built up area a relaxation of some standards may be allowed for single replacement houses and infill development. In order to compensate for the physical disadvantages of small sites residential development adjoining built up commercial areas has advantages in terms of accessibility which can compensate for shortfalls in the spatial criteria normally applied to residential development.

The design of infill development must be in sympathy with the existing character of the area in terms of density and details such as window types, heights, materials, building lines and roof pitches.

3.3.11 Backland Developments

Piecemeal and uncoordinated development of backlands, including the construction of extra dwellings in former back gardens, can result in inappropriate and disorderly development. This form of development is considered undesirable where there is an adverse effect on the residential amenity of adjoining properties, particularly where such intensification might overload the infrastructure and use framework of an area. It may only be considered where both garden sizes and the space between dwellings meet critical standards. It can also result in missed opportunities for large scale renewal.

3.3.12 Courtyards

The development of courtyards and new urban spaces within urban blocks will be considered and fresh approaches to the design of urban space will be encouraged. Access to courtyards should be through arches in order to avoid breaking the existing street frontages. It will be a requirement to provide public open space to Development Plan standards.

3.3.13 Residential Mix

Residential developments, particularly those with twenty or more units, should encourage a variety of residential unit types to ensure a good social mix. In apartment developments, a mix of unit sizes is also required, including two and three bedroom apartments, with not more than 40% of apartments in any single development to be one-bedroom units. The desirable residential mix will be reviewed by the Local Authority in relation to location.

3.3.14 Local Shopping Provision

The Local Authority may require the inclusion of a small local shopping element as part of a residential development scheme, where the size of the development warrants such provision, or where the development is part of on-going house building in an area not adequately serviced with local shops (See Section 3.4.2). Generally, it is desirable that all new residential estates have reasonable access to shopping facilities. The neighbourhood centre should incorporate a range of service facilities such as convenience shopping, a chemist and a launderette. The provision of a neighbourhood centre may be phased in conjunction with the new residential development.

3.3.15 Management Companies

If it is proposed that the residential estate not be taken in charge by the Local Authority, then the developer must set up a management company. All residents of the development must become members of this management company. Details of the management company must be agreed with the Local Authority prior to any development taking place. The framework of the management company must be agreed with the Local Authority before any development takes place.

3.3.16 Residential Estate and Street Names

Nameplates, in Irish and English, should be provided and erected on all housing estate roads. The names of residential developments and roads shall reflect local place names, particularly townlands within which developments are located. The names chosen shall be approved by the Local Authority. The names should be fixed to walls and buildings where they can be clearly seen.

Free standing signs will not be encouraged. In order to assist the public and the postal authorities all houses shall be provided with numbers which shall be visible from the adjoining roadway.

3.3.17 Conversion of Existing Dwellings to Medical/Dental Surgeries

Conversion of part of a dwelling to a medical or dental surgery will normally be permitted where the dwelling remains as the main residence of the practitioner. Conversions may also be assessed in the context of car parking requirements and the residential amenities of the area.

3.3.18 Home-based Economic Activities

Home based activities are defined as small scale commercial activities which are secondary to the use of the premises as a residence. They are permitted where the primary use of the dwelling remains residential and where the amenity of surrounding residences is not adversely affected. The Local Authority, in considering applications for such uses, will consider the nature and extent of the use proposed; the effects on the amenity of the surrounding residences; the levels of traffic that will be generated; and the storage of refuse and waste collection. A temporary permission for two/three years may be granted for home-based economic activities to facilitate on-going monitoring of the activity by the Local Authority.

3.3.19 Granny Flat Extensions

Granny flat extensions will take into account the existing density of development and whether the garden is of an adequate size to accommodate a second dwelling. Where the original plot is insufficient for two houses, granny flats shall be attached to or be an integral part of the main dwelling and shall not exceed 25% of the floor area of the existing house.

A grant of permission will normally be conditioned that the premises be returned to a single dwelling when the flat is no longer required for the family member. It shall not have more than one bedroom and must not be leased, sold or otherwise disposed of other than as part of the main residence.

3.3.20 Bed and Breakfast

Planning permission is required for all conversions of dwellings to guest accommodation and Bed and Breakfast establishments, where the number of rooms used for such purposes exceed four. In the assessments of such developments/conversions, the Planning Authority will consider car parking demands, the amenity of adjoining residents, the obtrusive nature of signage and the need to avoid excessive concentrations of bed and breakfast use in residential neighbourhoods.

3.4 COMMERCIAL, RETAIL AND NON-RESIDENTIAL USE STANDARDS

Use Mix

Where commercial developments are proposed, the planning authority may require appropriate mixes of use, in accordance with the uses of the surrounding area. In general, the planning authority will encourage a mix of uses on upper floors in shopping/neighbourhood centres.

Shopping Centres and Permitted Locations for Shopping

Demand - Shopping Centres will be encouraged to locate within the town centre zone. Out-of town shopping centres will normally only be permitted within neighbourhood centres as identified by this plan, with restrictions on the scale and size of development. Generally, neighbourhood shopping centres shall not exceed 650 square metres. The Local Authority will assess shopping centre proposals in terms of potential adverse impacts on the viability of existing centres and in particular the vitality of the town centre. The planning authority will also be guided by recent DOE Guidelines which identify the following elements:

1. Adequacy of existing shopping outlets,
2. Size and location of existing outlets,
3. Quality and convenience of existing outlets,
4. Effect on existing communities,
5. Needs of the elderly, infirm or disabled or other persons who may be dependent on the availability of local shopping outlets,
6. Need to counter urban decline and to promote urban renewal and to promote the utilisation of unused infrastructural facilities in urban areas.

In considering applications for shopping centres, the Local Authority shall consider the need for drop-in childcare facilities for shoppers in accordance with "Childcare Facilities - Guidelines for Planning Authorities" Department of the Environment and Local Government.

A retail impact analysis may be required as part of a planning application for a shopping centre, retail activity or large food/grocery store where the Planning Authority considers it necessary. Such developments will be assessed as to whether the proposed developments:

Support the Town Centre.

Cause impact sufficient to undermine the quality of a centre

Diminish the range of activities and services

Increase the incident of vacancies

Ensure a high standard of access

Link effectively with the nearby town centre
Encourage multi-purpose trips
Act as a driver of regeneration, with the re-use of inner urban sites.

The Planning Authority will have regard to the “Retail Planning – Guidelines for Planning Authorities (Department of the Environment and Local Government, December, 2000) when assessing retail planning proposals; however it will endeavour to protect the economic and social stability of the town centre as the premier shopping focus for the town and its environs, especially where elements of the guidelines are open to interpretation. The sequential test refers to the preference for retail development to locate in town centre sites before edge of centre sites. Retail planning applications will be required to demonstrate that town centre sites have been thoroughly examined and that the sequential approach has been applied in the site selection process before an application will be granted for either an edge of centre and out of centre retail site. In accordance with the guidelines the local authority will endeavour to be proactive in terms of site assembly so as to ensure the town centre is a viable commercial option.

Offices

The Local Authority will encourage over-counter office development to be located in the town centre. The use of vacant or under-utilised upper floors for office development will be encouraged by the Planning Authority. Outside the town centre, applications for office development will normally only be considered within the Enterprise and Employment Zones or on Industrially Zoned lands.

Change of use from shops to offices in the Town Centre Zone will not normally be permitted, except in exceptional circumstances. There will be a presumption in favour of the granting of planning permission for the conversion of offices in former dwelling houses back to residential use. Property suitable for single family residential accommodation will not normally be considered as suitable for conversion to offices.

All new office developments outside the Town Centre Zone will be required to provide a minimum of 10% open space. Where offices are proposed on lands zoned for industry, such development will be required to provide a minimum of 10% open space in addition to a minimum six (6) metre strip of landscaped open space along all roads. Where this open space is unable to be provided, the developer will be required to meet the criteria for residential open space as outlined in Section 3.3.2. Within the Enterprise and Employment Zone a more compact development form will be encouraged, with continuous building lines and a higher density than for developments normally carried out in industrial zones.

Industry, Wholesale and Warehousing Development

Industry, wholesale and warehousing activity will normally only be permitted on lands zoned for industry. Special consideration will be given to such developments where they would contribute to the rehabilitation of a run down area or where they would make a significant contribution to the urban character.

Adequate space must be available for on-site storage of materials and refuse, loading and unloading and on-site circulation and parking. Adequate provision should be made for storage of goods and materials within the building or else in a designated storage area and a landscaping scheme for the site shall be required. Car parking spaces, including those for disabled persons, shall be provided and clearly delineated. In the case of developments for two or more buildings, a uniform design for boundary fences, roof profiles and building lines is essential.

A minimum open space requirement of 15% will be required and provided such that it may function as an effective amenity area. In situations where effective open space cannot be provided on site, a contribution will be payable in lieu or other arrangement similar to that employed in the provision of open space in residential area will be required (See Section 3.3.2). 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. The number of signs attached to a building in such areas should be limited and no sign should be excessively obtrusive or out of scale with the building facade.

Access roads to industrial estates will normally have a minimum overall reservation width of 13 metres consisting of a 7 metre carriageway, two 1.5 metre grass verges and two 1.5 metre footpaths. Main access routes to industrial lands will also be required to provide reservations for cycleways. Generally the building line must be at least 9 metres from the road boundary. Adequate lighting will be required on all industrial estate access roads.

In order to ensure an attractive open layout, the building line on all principle road frontages shall not be less than 15 metres and the site coverage behind this building line shall not exceed 45%. There shall be a minimum landscaped/planting strip to a width of 6 metres on all principal road frontages. The layout, planning and design will be subject of a detailed Action Plan to be approved by the Local Authority.

Retail Warehousing

Retail Warehousing activity relates to the sale of non-food, non-clothing goods. Retail Warehousing includes the sale of large scale goods and can include,

furniture/carpets, bulky electrical goods, gardening goods and toys. The activity may include outdoor display areas and is likely to generate considerable car parking requirements.

In the assessment of proposals for retail warehouses, conditions will be attached to prevent their use, by sub-division or change of content, to sell goods normally sold in town centre shops where they would thereby compete with the use of the town centre to seriously injure its viability. A limit on the range of goods sold will normally be imposed and individual units will normally be subject to an upper floor limit. The cumulative effect of proposed retail warehouses will also be taken into account. In exceptional circumstance retail warehouses located away from existing shopping centres may be considered where they help to promote urban regeneration.

Retail warehouse will only be permitted within the Employment and Enterprise Zone and the Retail Park Zone provided that it is of such a scale of use that it does not detract from the existing business of the town centre. The retail park shall prohibit the sale of:

- Grocery and food items.
- Clothing, books and magazines, and music – compact discs, tapes, mini discs and similar uses that can be provided easily within the town centre

It is an objective of the Local Authority to ensure that the following standards/development control objectives are applied to all retail warehouse activity:

- Prohibit service activities such as photo processing (so as to protect the town centre).
- Ensure that the sale of goods sold in retail warehouses complement the existing range of goods sold in the town and environs rather than impact existing retail businesses.
- Prevent the splitting of a retail warehouse unit into units less than 420 square metres (to prevent the displacement of town centre activity to retail park and/or Enterprise and Employment Zone to ensure that goods sold from the retail warehouse are in line with bulky and white goods).
- Ensure that retail warehouses are not constructed above 5,000 square metres so as to ensure that the size and scale of the shopping facility does not overwhelm the existing businesses in the town centre.
- Encourage retail warehousing activity in one location in the form of a retail park, with shared car parking facilities.
- Ensure that areas of open car parking are adequately landscaped both on its perimeter and within, with a combination of trees and shrubs of

sufficient density to provide visual relief to car parking areas and make them more attractive.

- Ensure adequate landscaped buffers between any retail warehousing activity and adjacent neighbouring residential properties.
- Ensure that a retail impact study will be required for any proposed retail warehouse activity.

Filling Stations and Ancillary Uses

Design/Layout - Planning applications for petrol filling and service stations will be considered primarily with reference to their effect on traffic safety and on amenity. In particular they will have to satisfy the following minimum standards:-

- (i) A road frontage of not less than 31 metres (100 feet) which is clear of any structures, other than a low boundary wall, for a depth of not less than 7 metres (22 feet) from the road boundary.
- (ii) No petrol pump may be situated less than 7 metres (22 feet) from the road boundary.
- (iii) The station may not have more than two vehicle accesses, the width of which shall be not less than 6 metres (20 feet) and shall not exceed 9 metres and have a kerb radii not less than 10 metres (35 feet).
- (iv) The surface of the forecourt shall be graded, surfaced with bitumen macadem or other suitable material and drained to the satisfaction of the Planning Authority. A petrol/oil interceptor trap shall be fitted to the surface water drainage system. Provision shall be made for the storage and removal of refuse and waste material.
- (v) A sanitary convenience should be provided for public use.
- (vi) The minimum site distance from the entrance (access way) to the nearest road junction shall be 50 metres for major junctions and 25 metres to a minor road junction.

Permitted Uses - The essential purpose of petrol stations is to provide facilities for the sale of fuels for vehicles. However, permission will be granted for ancillary retail uses involving goods related to the motor trade. In addition, in areas not already served by convenience shops, permission may be granted for small shops retailing confectionery, groceries and newspapers. The total area devoted to such sales within a petrol/service station shall not exceed 65 square metres.

Location - A car maintenance workshop can be permitted in circumstances where it would not adversely affect the local amenities, particularly with regard to proximity to dwellings and the availability of adequate off-street car parking space. The multiplication of petrol/service stations will not be permitted where

these encroach on the amenities of residential areas and/or obstruct traffic flows.

Bars/Night-Clubs/Disco Bars/Amusement centres

In order to maintain an appropriate mix of uses and protect night-time amenities in Wexford, the local authority will, through the appropriate use of its development control powers, prevent an excessive concentration of any of the above uses in a particular area and shall ensure that the intensity of any proposed use is in keeping with both the character of the area (i.e., residential, mixed use, etc.) and with adjoining businesses, when development proposals are being considered. The following issues shall be taken into account in the assessment of applications for the above uses.

- Noise at the boundaries will be carefully monitored and noise insulation measures will be required at the time of the submission of the planning application. Other effects of the development on the amenity of nearby residents must be assessed prior to the granting of planning permission, i.e. general disturbance, hours of operation, car parking, litter and fumes.
- The importance of safeguarding the vitality and viability of the town centre in Wexford and maintaining a vibrant mix of retail uses.
- An important consideration for the local authority is the number and frequency of events in such facilities.
- The planning authority shall insist that proper litter control measures are in place prior to the opening of any premises.

Facade design will be carefully controlled by the planning authority and in particular the type and degree of advertising signage and lighting. The design shall respect the character of the street and the buildings.

Hot Food Take-Aways

A proliferation of hot food take-aways will not be permitted in any particular area. Regard will be had to the impact of hot food take-aways on the amenities in the area, including noise, odour and litter. The Planning Authority may impose restrictions on opening hours of hot food take-aways as a condition of planning permission.

Open air concerts

In considering applications for open air concerts, the planning authority shall have due regard to the following: noise and general disturbance, hours of operation, traffic generation, traffic flow and car parking, accessibility, effect on residential amenities of the area, litter control, emergency access, ancillary

uses such as fast food provisions and toilet facilities. The planning authority shall insist that proper provisions and arrangements in relation to these, and other relevant issues, have been made prior to the granting of permission.

In general, open air concerts will not be permitted within residential zones or in close proximity to religious institutions.

Shopfronts

- In general the need to change old shopfronts will be closely questioned as it is the policy of the Local Authority to preserve and retain traditional shopfronts of character.
- The repair, restoration and replacement of shopfronts must be sympathetically carried out to protect the architectural character of the town.
- Where existing shopfronts are of no special merit, total replacement is acceptable. The design of new shopfronts should relate to the architectural characteristics of the building of which it forms part.
- New shopfront designs must respect the scale and proportion of the streetscape by maintaining the existing grain of development along the street and respecting the appropriate plot width. Large expanses of undividing glass will generally not be permitted.
- National-chain shops which have adopted a “corporate image” will not necessarily be allowed to use their standardised shopfront design, “corporate colours” and materials. Compatibility with individual buildings and with the street scene will be considered more important than uniformity between the branches of one company.
- The process of trading through an opening in a building facade without a shopfront will not be permitted.
- The use of loud music or other sound to attract attention to a shop front will not be permitted.

Guidelines on the design of shopfronts is available from Wexford Local Authorities and is entitled “Shopfronts and Streetscapes in County Wexford - A Design Guide,” 1991.

Automatic Teller Machines

The planning authority will strictly control the location of Automatic Teller Machines (ATMs) having regard to the following:

1. The need to protect the character of the street, building or shopfront into which they are to be incorporated into, in particular in listed buildings.
2. The design and location must be such that they are safe and easily accessible.

3. Canopies, signs and logos shall be discreetly incorporated into the overall design.
4. The provision of ATMs at petrol stations will be encouraged to facilitate drivers wishing to use them.
5. In general, ATMs will not be provided where customers queuing may cause disruption to pedestrians.

Advertising on Buildings and Advertising Hoardings

Advertising should be sympathetic in design and colouring, both to the buildings on which they will be displayed and their surroundings and should not obscure architectural features. The construction of nameplate fascias linking two or more buildings of different architectural design and character is generally unacceptable. The height of signs and advertising on a building will be strictly controlled and high level advertising will not be permitted. Projecting or swinging signs will be limited to one per building.

Advertising will be contained within the facade area of the building and will not be allowed above the eaves or parapet level of buildings. Signs mounted on buildings should be designed as an integral part of the building or shopfront (in the case of retail outlets). Advertising shall not exceed 10% of the surface area of the facade. On large buildings, such as supermarkets or industrial units this percentage may be reduced to avoid excessively large signs.

In general, advertising hoardings, including three dimensional signs and tri-visions, will only be permitted within commercial areas of the town, but will not be permitted on or in the vicinity of listed buildings or structures or on the front facades of buildings. However, advertising hoardings may be permitted temporarily where they help screen building sites and derelict sites awaiting redevelopment and where they form an integral part of the boundary treatment of the site. Their size and placement shall be such that they are integrated into the existing streetscape and the planning authority will consider issues of noise (particularly in the case of tri-vision signs), illumination, scale and the visual quality of their setting. Where advertising hoardings are proposed on the sides or gable ends of buildings, they will not normally be permitted to exceed 25% of the surface area onto which they are attached.

Signage

Monument signs are to be preferred to freestanding signs. All elements of the sign must be incorporated into a single design and auxiliary projections or attachments not part of a single design will be prohibited.

Signs shall not exceed the height of the buildings in its vicinity nor shall they exceed 5.2 metres in height. Signs will not be permitted to extend onto public footpaths, roads or other public rights-of-way.

In general, only one freestanding or monument sign shall be permitted on a site, though exceptions may be permitted on corner sites, where a site is bounded by two or more public roads or where the road frontage is deemed by the planning authority to be excessively long and merits a second sign.

Canopies and Awnings

The erection of canopies is a development requiring the prior grant of planning permission. The use of plastic canopies over windows will be discouraged. Where shading of a window display is required the traditional retractable awning is considered suitable.

Security Screens

The use of metal security grills or shutters will be discouraged. Where it is suggested as essential to use such shutters, these should be open grilled, and should be affixed to the inside of the window, or preferably behind the display area. The installation of roller shutters is a development requiring the prior grant of planning permission. The use of the public footpath for security stanchions or roller shutter fixings is not acceptable.

Illumination and spread of light

If external illumination is proposed, documentation shall be provided that clearly shows that light or glare from such illumination will not adversely affect pedestrian and vehicular traffic or adjacent properties.

Taxi stands and hackney bases

The local authority will work with local taxi companies in the identification of suitable locations for the provision of taxi ranks.

The establishment of a taxi rank or hackney base will not be permitted where it is likely to interfere with traffic flows or parking. Satisfactory off-street parking should be provided for hackneys when the vehicles are not in use. Planning assessments will address issues of location, pedestrian safety, traffic congestion, residential amenities and accessibility.

Telecommunication Antennae

Telecommunications antennae should be located so as to minimise any negative visual intrusion on the surrounding area, especially on landscapes or streetscapes of a sensitive nature. The preferred location for telecommunication antennae is in industrial estates or areas zoned for industry or in areas already developed for utilities.

The use of tall buildings or other existing structures is always preferable to the construction of an independent antennae support structure. Support structures should be kept to the minimum height consistent with effective operation and should be monopole (or poles) rather than latticed or square structure. Sharing of installations (antennae support structures) is encouraged as it will normally reduce the visual impact on the landscape or townscape. All applicants must satisfy the Local Authority that a reasonable effort to share the installations has been made. Where it is not possible to share a support structure the applicant should, where possible, share a site or site adjacently, so that antennae may be clustered.

As part of a planning application for antennae, operators are required to furnish a statement of compliance with the international Radiation Protection Association (IRPA) Guidelines or the equivalent European Pre-standard 50166-2 which has been conditioned by the licensing arrangements with the Department of Transport, Energy and Communications and to furnish evidence that an installation of the type proposed complies with the above guidelines.

3.5 COMMUNITY USE FACILITIES

3.5.1 Schools

- A minimum size of 0.75 hectares of school land must be provided for each classroom unit for primary schools. Provision must be made within the site for adequate car parking, informal hardsurfaced play areas and areas for organised sport activities.
- Provision should be made in secondary schools for a range of organised sports facilities and for car parking at the rate of one space per classroom.

3.5.2 Crèches/Playschools

Generally, the Planning Authority will require the provision of one childcare facility with places for 20 children for each 75 dwellings, having regard to the existing geographical distribution of childcare facilities and the emerging demographic profile of areas (see Section 2.8.2.3).

Crèches and playschools will be permitted in residential areas when it can be proven that they will not cause hazard due to traffic congestion or adversely affect the amenity of adjoining residences.

Applications for crèches and playschools within a new or existing place of work or in proximity thereof, such as in an industrial estate, will be favourably considered. Applications for such proposals in terraced or semi-detached houses shall not generally be acceptable. Such developments in detached

houses with adequate private and secure open space, on-site parking and suitable screening from neighbouring properties may be acceptable.

All applications for crèches or pre-school facilities shall be required to comply with the Child Care Act and the Child Care (Pre-School Services) Regulations, 1996. In general, for sessional services and drop-in centres, a floor area of 2 metre sq. per child is required. For full day care, a floor area of 3 metre sq. per child is recommended.

Applications for childcare facilities shall be assessed in accordance with the following criteria:

- Details of the proposed opening times.
- Proposed number and age range of children.
- Proposed number of staff.
- Internal floor area devoted to use, excluding areas such as kitchens, toilets, sleeping and other ancillary areas.
- Details of external play areas.
- Car Parking arrangements, for both parents and staff members.
- Local traffic conditions.
- Likely duration of outdoor playtimes.
- The level of existing childcare provision and the demand for childcare facilities in the area.
- Effect on the amenities of adjacent properties.

In considering applications for shopping centers the Local Authority shall consider the need for drop in childcare facilities for shoppers in accordance with “Childcare Facilities – Guidelines for Planning Authorities”, Department of the Environment and Local Government, June, 2001.

In considering applications for a change of use to a childcare facility the planning authority may impose a temporary permission of between 1 - 5 years to assess the impact of crèche and playschool developments on their surroundings.

3.5.3 Care facilities

A change of use from residential to a care facility to care for more than six persons with an intellectual or physical disability will require planning permission and will be dealt with sympathetically with consideration for factors such as accessibility, traffic, safety and proximity to community and shopping facilities. Single storey detached houses with adequate private and secure open space and on-site parking are generally acceptable for such uses.

3.5.4 Nursing Homes

Permission for change of use of a residential dwelling to nursing home shall only be granted in cases where such a use would not be seriously injurious to the amenities of adjoining dwellings and where the building can be adapted to a satisfactory level of accommodation.

Nursing homes shall comply with the standards laid down in the Statutory Instrument No. 317 of 1985, "Homes for Incapacitated Persons Regulations 1985".

3.6 PARKING/LOADING, ACCESS AND CIRCULATION

3.6.1 Road Standards and Circulation

In general, a minimum road width of 6 metres will be required on all residential streets, with a footpath of 1.5 metres minimum width on each side.

Link Roads are roads which link residential neighbourhoods and other land uses within the town and provide important links from one radial route to another (See Chapter 2.1 - Transportation and Urban Structure). Link roads, as identified in the plan, should have a distinctive character in the future so that the public can identify with them readily and be encouraged to use them. For this reason, the minimum carriageway width of Link Roads should be 7.5 metres with provisions for two 1.5 metre cycleways/cycle tracks; two 2 metre footpaths and two 2 metre tree lined grass verges.

Road layout should make allowance for the requirements of service and emergency vehicles. These will require access to pedestrianised streets, and will require sufficient room to turn in cul-de-sacs.

3.6.2 Entrances

Vehicle entrances and exits must be designed to avoid hazard to pedestrians and passing traffic. Where a new entrance onto a public road is proposed, the local authority must consider traffic conditions and available sight lines. Generally, no more than two vehicular entrances will be permitted to any commercial or industrial property, each not exceeding 7.5 metres in overall width. The pavement shall be dished and reinforced. The widening of a means of access to a public road requires planning permission where the road is more than 4 metres in width.

3.6.3 Car Parking Requirements, Layout and Design

Requirements for numbers of car parking spaces are set out in Table 16. In dealing with planning applications for change of use or for replacement

buildings, an allowance will be given for the former site use in calculating the car parking requirements generated by new development as extra.

Where the provision of on-site parking is not possible the local authority will require a financial contribution towards the provision of car parking elsewhere by the Authority in accordance with Section 34 of the Local Government (Planning and Development) Act 2000.

Alternatively, the provision of on-street car parking will be considered in certain new development areas, where road widths are developed to adequate standards. This provision is designed to facilitate increases in residential densities at appropriate locations.

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

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

The Local Authority will encourage the joint use of parking spaces through grouped and dual use parking provision where peak demands do not coincide.

Within the town centre the Local Authority may adopt a flexible approach to the requirement to provide car parking spaces, where a proposed development would be considered to provide a particularly desirable use (cultural or service use) which would enhance the attractiveness of the town. Each case will be considered on its merits subject to an overriding aim to achieve the zoning objective for the area. As a condition of any permission however, the Local Authority may require a financial contribution towards the cost of providing public car parking accommodation in the locality.

3.6.4 Loading Bays and Service Vehicles

In addition to the general car parking standards required, service parking space will be required for vehicles necessarily involved in the operation of business in such activities as the delivery and collection of goods, the carrying out of repair and maintenance services. Each new premises proposed for office, commercial or industrial use must include within the curtilage of the building one or more loading bays of an adequate size to cater for its specific needs and the requirements of the type of vehicle serving the premises.

Table 16: Areas for Which One Parking Space is Required		
Development	Unit	
	Centre	Suburbs
Shopping: Retail Floorspace	30-50 m ²	10-30 m ²
Factory Retail Floorspace	-	40 m ²
Offices: Gross Floorspace	100 m ²	35-50 m ²
Banks: Gross Floorspace	100 m ² .	20-50 m ²
Surgeries	Public Room	2-3 Spaces per Public room
Public Houses Public Area	25 m ²	4-10 m ²
Restaurants	50 m ²	10-20 m ²
Hotels (excluding Public Area)	2 bedrooms	1-2 Bedroom
Hostels	60 m ² dormitory area	40 m ² dormitory area
Dance Halls: Public Area	25 m ²	5-10 m ²
Cinemas, Theatres, Stadia	25 seats	3-20 seats
Churches, Church Halls	25 seats	3-10 seats
Hospitals/Nursing homes	1-2 Beds	1-2 Beds
Manu. Ind/Light Ind.: Gross Floorspace	200 m ²	50-80 m ²
Warehouses: Gross Floorspace	300 m ²	100-200 m ²
Showrooms: Gross Floorspace	50 m ²	50 m ²
Amuse./Entertain.: Gross Floorspace	50 m ²	30 m ²
Conference Centres: Public Area	50 m ²	20-25 m ²
Garages	50 m ²	30 m ²
Sports Clubs, grounds	1 space per 15 m ² & 6 spaces for each pitch, 2 for each court	1 space per 15 m ² & 6 spaces for each pitch, 2 for each court
Library	100 m ²	100 m ²
Funeral Home	6 spaces	20 spaces
Schools	Classroom	Classroom

3.6.5 Design and Layout

Parking and service spaces must be located on site so as to prevent street obstruction and should be located where possible to the rear and side of buildings and in such a manner to ensure minimal injury to the amenity of adjoining premises. Where parking is allowed in sight of the general public,

adequate screening or landscaping must be provided to reduce the impact of parked cars.

3.6.6 Multi-storey car parks

All planning applications for multi-storey car parks must be accompanied by a report, containing recent quantitative data which illustrates the need for parking spaces in the area proposed. The report should contain an assessment of this data by a competent traffic consultant on the likely impact the car park will have on parking and traffic, both vehicular and pedestrian, in the area and on the town in general.

3.6.7 Cycle Facilities

Cycle facilities shall be provided in conjunction with any new development proposals. Stands should be in a secure location and should be conveniently located to the main entrance of the development or to employee entrances. The number of stands required will be one quarter of the number of car spaces required for the development, subject to a minimum of one stand. For national primary schools, it is recommended that a cycle space be provided for one in five pupils. For secondary schools, it is recommended that a cycle space be provided for one in four pupils and for third level institutions and colleges, it is recommended that cycle spaces be provided for one in three students.

Where stands cannot be provided on-site, a contribution will be required towards the provision of public cycle stands at the rate of £100 per cycle unit.

3.6.8 Access for the Disabled

Reasonable provision shall be made for parking facilities for the disabled. Special car parking bays for the disabled shall be provided as close as possible to the entrance of premises to be served. Each car parking bay shall have a minimum size of 5.0m by 3.3m. Where two bays for the disabled are provided side by side, the extra space of 0.9 width may be shared by two bays. Each disabled parking bay shall be clearly marked with the relevant international symbol.

Regard should be had to “Technical Guidance Document M” (Draft Building Regulations), 1999, which provides proposals for making new houses visitable by people with disabilities and ensures that houses are designed as ‘Lifetime Homes’ for an ageing population. The main features of these proposals are for:

- A level, gently sloping or ramped approach access to the dwelling from the entrance point to the site or from a suitable parking spot.
- A level access at one entry point.

- Front door and living room wide enough to accommodate a wheelchair.
- Circulation space for wheel chair at entry storey and
- Ground floor toilet located so as to be usable by wheelchair users and other people with disabilities.

3.6.9 Employers-Commuter Plans

Where an industrial development proposes to create more than 175 jobs, consideration should be given to the limitation of traffic generation. Planning permission may be granted subject to an agreement setting out measures to reduce dependency on private cars, such as car-pooling/ride-share initiatives, charges for parking, staggered working hours, flexi-time and measures to promote the use of public transport, cycling and walking.

3.7 DEVELOPMENT CHARGES

3.7.1. Contributions/Levies

As condition of the granting of planning permission, development contributions will be required relating to the cost of providing the relevant services and utilities, under the Planning and Development Act, 2000 and the Planning and Development Regulations 2001. These services include roads, footpaths, open space, community facilities, car parking, sanitary services and water supply.

A number of developments may be exempt from contributions. These may include community, sporting and social facilities (including churches, schools and community halls). Extensions to dwellings and renovation works to listed buildings may also be exempt. Exemptions may also be granted for redevelopment works resulting in “living over the business” schemes, and for residential development within areas identified as urban renewal areas.

The Planning Authority reserves the right to alter the amount of contributions required when it sees fit. Details of contributions required by the Corporation or County Council can be obtained by contacting the planning section of the relevant local authority. The local authority may set a time limit within which contributions must be paid and they may allow payment to be made in instalments where appropriate.

3.7.2. Bonds

To ensure that developments undertaken by private developers are satisfactorily completed the Local Authority will impose as a condition of the planning permission that a security bond be lodged with them. This is

permitted under the Local Government (Planning and Development) Act 2000, Section 34. This bond is to ensure that all roads, footpaths, open spaces, lighting and other services within a development be completed to an acceptable standard.

The Planning and Development Act 2000 and the Planning and Development Regulations include requirements in respect of development to be taken in charge by the Local Authority.

3.8 DESIGN CONSIDERATIONS

3.8.1 Design Guidance

It is the intention of the Local Authority to produce design guidance on various design elements of the towns built form and fabric during the plan period. In addition, the Planning Authority may produce design briefs for key sites within the town.

3.8.2 Action Area Plans

The Planning Authority has produced an Action Area Plan for the Carcur Area, including the former landfill site. It sets out the broad design and land use parameters for the future development of the Carcur Area and is available to the public for inspection.

It is the intention of the Local Authority to produce an Action Area Plan to examine the recreational, commercial and/or communal activities of the Harbour Area, including newly reclaimed lands at Ferrybank. The plan will also address the urban design issues including the visual impact of developments in the area. This is referred to as AAP1 on the Development Objectives Map – Fig 11.

Action Plans may also be prepared for residential zoned lands so as to co-ordinate the location and layout of public open space.

It is the intention of the Planning Authority to prepare an Action Area Plan for residentially zoned lands in the vicinity of Ballyboggan Woodlands and some additional areas lying between the Enniscorthy Road and the Newtown Road (These are referred to as AAP2 and AAP 3 on the Development Objectives Map).

It is also the intention of the Planning Authority to prepare an Action Area Plan for lands at Kerlogue on the Rosslare Road. This plan may specify in greater detail the types of uses that are most appropriate to the area. The plan will also delineate the extent of the proposed linear park in the area so as to retain views of the sea and provide a more comprehensive network of open space types in the area. This is referred to as AAP 4 on Figure 11.

Development in these areas will not be permitted until Action Area Plans have been prepared and agreed by the Planning Authority. Action Area Plans must provide for high quality design and landscaping. Action Area Plans may be prepared by applicants and developers for consideration by the Planning Authority or jointly by applicants, developers and the Planning Authority.

Other Action Area Plans may be produced during the plan period in order to provide an urban design/architectural framework for the development of a specific area.

Specific Objectives

C4 To Require the preparation of an Action Area Plan (AAP 6) for the former Pierce site and adjoining lands (as indicated on Figure 10; Zoning Objectives) for agreement with the planning authority prior to the submission of planning applications on this site.

The Action Area Plan shall address, inter alia, the following issues:

- **Car parking – Private and commercial (any proposal must ensure that there is no net deficit in the parking available to residents in the area at present)**
- **Creation of a ‘sense of place’**
- **Traffic management, circulation, permeability, pedestrian and cycling routes**
- **Appropriate mix of uses and the location of these uses relative to the existing residential properties**
- **Safety – Pedestrian/vehicular and a design which includes measures to ‘design out’ crime**
- **Boundary treatment**
- **Landscaping (hard and soft), measures for protecting existing sound, mature trees, street furniture, open/urban spaces and lighting**
- **The Action Area Plan shall include a Design Statement, which shall include an *analysis* of the site and surroundings and explain how this led to the development of the *design concept*. The final section of the design statement should deal with *scheme design, which* should deal with forms, materials, signage etc. The scheme should recognise the landmark nature of the site and will be required to display high standard of urban design.**
- **The Action Area Plan shall also include a Development Brief which shall deal with the construction phase, hours of operation, traffic control measures, treatment of demolition waste, measures to mitigate the impact of the construction stage on the residents of the area and the phasing of the proposed development.**

The onus for the preparation shall be on the developer and shall be agreed with the planning authority prior to the submission of any planning applications on that site. It is recommended that the developers consult the planning authority prior to the commencement of the Action Area Plan. (INSERTED by Variation No. 5, 6th September 2004)

- C5 To Require the preparation of an Action Area Plan for agreement with the planning authority prior to the submission of planning applications on this site.**

The Action Area Plan shall address, inter alia, the following issues (AAP7):

- **Car parking**
- **Creation of a ‘sense of place’**
- **Traffic management, circulation, permeability, pedestrian and cycling routes,**
- **Creation of a pedestrian and cycle link between the existing quays and the subject site**
- **Safety – Pedestrian/vehicular and a design which includes measures to ‘design out’ crime**
- **Landscaping (hard and soft), measures for protecting any existing sound, mature trees, street furniture, open/urban spaces and lighting**
- **An appropriate hierarchy of open spaces and children’s play areas**
- **The Action Area Plan shall include a Design Statement, which shall include an *analysis* of the site and surroundings and explain how this led to the development of the *design concept*. The final section of the design statement should deal with *scheme design* which should deal with forms, materials, density etc.**
- **The Action Area Plan shall also include a Development Brief which shall deal with the construction phase, hours of operation, traffic control measures, treatment of demolition waste, measures to mitigate the impact of the construction stage on the residents of the area and the phasing of the proposed development.**

The onus for the preparation shall be on the developer and shall be agreed with the planning authority prior to the submission of any planning applications on that site. It is recommended that the developers consult the planning authority prior to the commencement of the Action Area Plan. (INSERTED by Variation No. 6, 9th May 2005)

GLOSSARY

Action Area Plan

A non-statutory plan, prepared by or on behalf of the Local Authority, for a specific area providing detail on the desirable framework for the future development, design and/or layout.

Age Cohort

Classification of the population of a specified area through the use of nationally recognised age groupings.

Age Profile

The breakdown of the population by age cohorts.

Backland Development

Development which takes place to the rear of existing structures fronting a street or roadway.

Bed and Breakfast

A building or part thereof where sleeping accommodation and breakfast are available on a commercial basis.

Bedspaces

Will be determined in accordance with the requirements indicated in Table 15, Section 3.4.7 of the plan.

Brownfield Site

A site within an urban area which has become derelict due to obsolescence or vacant due to the demolition of a structure or building.

Building Lines

A development line along a street or roadway behind or in front of which development is discouraged.

Building Regulations

The Building Control Act 1990 and the Regulations made under it constitute a system for regulating building works and lay down minimum standards for design, construction, workmanship, materials etc. Different standards apply depending on the use of the building.

Bicycle Pockets

Areas created at intersections for the protection of cyclists.

Community Facilities

Facilities which are operated for the benefit of the public and which are open to the public.

Commute Trip Reduction

Initiatives designed to reduce the number of commuter vehicles using the road network.

Comparison Goods

Those goods which are required on an in-frequent basis by individuals and households.

Convenience Goods

Those goods which are required on a daily or weekly basis by individuals and households.

Contiguous Sites

Sites which touch or are immediately adjacent to each other.

Cycle Gaps

Provided so as to let the cyclist gain access to their destination without using the heavily trafficked junction.

Cycle Lane

An area of the public road reserved exclusively for cyclists, but is separated by a continuous white line or lines.

Cycle Stop Lines

Gives cyclists priority over motor traffic when waiting at traffic lights and preparing to make difficult manoeuvres across oncoming traffic.

Cycle Track

An area of the public road which is reserved exclusively for cyclists and which is physically separated from the carriageway by a kerb.

Demographic Profile

The study of population characteristics in relation to vital and social statistics.

Department Store

A non-food retail store selling a large variety of mainly comparison goods.

Development Plan Boundary

The area within which the Wexford Town and Environs Draft Development Plan relates.

Development Charges

Charges or levies placed on developers relating to the cost of services and utilities which are provided by the local authority.

Disco Bars

A public bar which applies for and receives a late license and which has live or piped music on a regular basis.

Distributory Roads

A system of minor roads, both urban and rural, which distributes traffic away from the main road network.

Educational Profile

The level of educational achievement among a population.

Employment Profile

Those persons over the age of 15 who are in full-time or part-time employment or who are unemployed.

Enterprise Units

Space made available for enterprise units and starter businesses to operate from, with overheads being shared.

Freestanding Sign

A stand alone sign that generally has one or two columns supporting a sign.

Flats

A residential unit within a building, the size of which is not less than 30 sq. metres.

Green Recycling Facility

A facility where organic material, particularly garden waste, such as hedge clippings, cut grass, tree branches, are disposed of for the purposes of composting. Often the material is re-used as an organic fertiliser.

Green Wedges

Parcels of open land within an urban setting which separate built up areas.

Green Zone

An area of land on the edge of an urban area used primarily for sports, recreational or environmental improvement purposes.

Guesthouse

A building or part thereof where sleeping accommodation, meals and other refreshments are available to residents and non-residents and which has a minimum of five rooms and no more than nineteen rooms.

Hard Landscaping

The use of inorganic and inanimate materials, for example rock and stone, in the landscaping of an area, frequently including artificial and manmade objects, such as seating, paving, railings etc.

Heavy Industry

Manufacturing or a process which involves the use of fixed plant and machinery, requires large amounts of raw materials and creates waste in the production of a final product.

Hedgerows (Significant)

A natural or semi-natural row of bushes, shrubs and/or trees forming a boundary. Hedgerows help define places, act as shelterbelts, add to biodiversity and offer significant wildlife habitat.

Home Based Economic Activities

Small scale commercial activities which are secondary to the use of the premises as a residence.

Households

One or more persons occupying a dwelling which has kitchen and bathroom facilities.

Housing Density

In this plan, housing density refers to the number of bedspaces per acre permitted in residential developments.

Housing Mix

Providing for a variety of housing demands through the encouragement of varying types, densities and designs.

Housing Stock

The number of habitable houses within a specific boundary.

Incidental Open Space

Generally small parcels of green open space with no landscaping, the function of which is limited.

Incubator Units

Small units used for the encouragement and support of start-up businesses and enterprises.

Industry (general)

Any manufacturing process which is carried on in the course of trade or business other than agriculture and which is for or incidental to the making of any article.

Infill Development

Infill development, refers to development taking place on a vacant or undeveloped site between other developments.

Landscaping Plans

A detailed plan, prepared as part of a planning application, illustrating the steps the developer will take to provide hard and/or soft landscaping on a site. It is desirable for such plans to address the long term maintenance of the landscaping.

Light Industry

A manufacturing process where the plant or machinery installed is such as could be carried on or installed in any residential area without detriment to the amenity of that area by reason of noise, vibration, fumes, smoke, soot, ash, dust or grit.

Linear Park

A park which is linear in form, located alongside a roadside, railway line, waterway or coastal area, which is used for or functions as an area of amenity.

Link Road

A road connecting two radial routes.

Protected Structure

A building or structure identified in the Draft Development Plan as worthy of protection or preservation in accordance with the Local Government (Planning and Development) Acts.

Live Register

Department of Social Welfare listing of those people classified as being unemployed each month.

Living Over the Shop

The utilisation of upper floor space in urban areas for residential purposes. The term “Living Over the Shop” has also been used to refer to the package of financial incentives which the Government has made available for this purpose.

Local Agenda 21

Founded on the principle of subsidiarity, it is intended to complement sustainable development principles through practical actions at the lowest practical level.

Loop Detectors

Devices set in the pavement that trigger a green signal for cyclists.

Main Drainage Scheme

An engineering scheme which facilitates the upgrading of water and sewerage facilities in Wexford to bring them up to EU standards.

Monument Sign

A ground mounted, fixed sign, where the base is attached to the ground as a wide base of solid construction.

Modal Split

The split between those who travel by different modes of public and private transport.

Multi-storey Car Park

A free standing or multi-level parking facility, generally used for the parking of cars on a short term basis with a hourly fee being charged.

Natural Heritage Areas

Non-statutory designations of areas of special interest for their fauna, flora, geology and/or topography, considered worthy by the Department of Arts, Culture, Gaeltacht and the Islands.

Night Clubs

A building or part thereof within which dancing or the performance of live or piped music with the service of food or beverages, is the primary function between 6.00 p.m. and 6.00 a.m.

Nodes

For the purposes of this plan, the term “node” refers to a focal point at which major shopping and car parking facilities are provided or encouraged to locate.

Occupational Profile

The breakdown of employment by type of occupation.

Over-Counter Offices

A building in which the services provided are available to the public on a “walk-in” basis during office hours and generally provided over the counter.

Parkland

An area of open space, in which trees are planted or grouped to provide both open areas and enclosed spaces.

Pedestrian Routes

A route on which the primary mode of transport is walking.

Permeability

Access for pedestrians or vehicles which provides increased links and connections between areas.

Plot Ratio

Plot ratio is the relationship between site area and the total floor area of the building erected on it. The plot ratio is calculated by dividing the gross floor area of the building by the gross area of the site.

Port Related Activities

Activities directly related to the use of the harbour area for amenity, leisure or commercial activities.

Radial Routes

Those principle transportation routes identified in the Plan as being most suitable for providing access to the Town Centre from the by-pass.

Recycling Centre

A centre which facilitates the recycling of plastics, glass, corrugated cardboard, newspapers and/or other recyclable goods.

Restaurant

A building where the primary function is the sale of meals/refreshment for consumption on the premises.

Retail Impact Analysis

A study carried out as part of a planning application for a large retail development, to examine the likely impact of such a development on the shopping habits of local people and on competing retail facilities and urban centres.

Retail Warehouses

Large individual retail stores catering for large bulky household items such as DIY, furniture/carpets, electrical goods, gardening goods, toys etc.

Retail Park

A retail park contains three or more retail warehouses relating to the sale of non-food, non-clothing goods, the handling of which is not normally feasible in conventional shops in the town centre.

Ribbon Development

Development which takes place in a linear fashion along roadways.

Riparian Development

Development which takes place along the banks of a river, lake or shore.

Services (general)

Activities directly relating to serving the needs of the public, which do not involve any manufacturing processes. They include restaurants, shops, professional services and entertainment outlets.

Service Sector

This is the employment sector which involves the provision of services, frequently referred to as the tertiary sector.

Set backs

This relates to the distance a building line, or a portion of a building line, should be set back from a street, roadway or watercourse.

Site Coverage

Site coverage is the portion of the site which is built on and is determined by dividing the total site area by the ground floor of the building.

Social Infrastructure

Buildings and other structures relating to serving the needs of the public for social, health, educational and/or recreational needs; it includes such facilities as schools, community centres, parish halls and recreational facilities.

Soft Landscaping

The use of water and natural vegetation, including trees, plants, shrubs, in the landscaping of an area.

Special Amenity Areas Order

A conservation order made by the Local Authority for the protection of outstanding landscapes, flora, and/or fauna on any land of special amenity value.

Special Areas of Conservation

Areas of special interest containing habitats or species of European significance. They are being established under the Habitats Directive (Council Directive 92/43/EEC).

Special Protection Areas

Areas of special interest for the conservation of wild bird habitats, especially listed or rare or vulnerable species and migratory species. They are being established under the Birds Directive (Council Directive 79/409/EEC).

Stream Corridors

This refers to the linear strip of land on either side of a stream, which runs along its length or a portion thereof.

Sustainability

Refers to development which meets the needs of the present without compromising the ability of future generations to meet their own needs.

Take Away Restaurants

A structure used for the sale of hot food for consumption off the premises.

Tidal Marsh

A marsh area resulting from tidal flow.

Traffic Cells

A system of minor roads which serves a specific area and does not facilitate through traffic.

Tree Preservation Orders

An order made by the Planning Authority for the preservation of any tree, trees, group of trees or woodlands. The order may prohibit the cutting down, topping, lopping, or wilful destruction of trees, except with the consent of the Planning Authority, which may be granted subject to conditions.

Unserviced Land

Areas of land not serviced by public water supply and/or public sanitary service facilities.

Urban Edge

The edge of a built up area where urban and rural environments interface.

Urban Morphology

The shape, layout and form of an urban area which has changed and continues to change over time.

Waterfront

That area of land fronting directly onto the River Slaney. The term generally refers to that land in those lands in the Town Centre.

Water Quality Management Plan

A plan prepared for a water course and its catchment area to ensure that a high standard of water quality is maintained.

Wildlife Corridor

A defined area along which wildlife can move between ecological areas in an urban setting.

APPENDIX A
BUILDINGS, FEATURES, SITES AND STRUCTURES OF ARCHITECTURAL,
ARTISTIC, ARCHAEOLOGICAL OR HISTORIC INTEREST

Introduction

Appendix A is to be read in conjunction with Sections 3.2.6 and 3.2.7 of Development Control Principles.

It is the policy of the Planning Authority to secure the protection of buildings, and structures or features of architectural, artistic, or historic interest listed in Appendix A.

This list was derived from the Wexford Architectural Heritage Inventory, prepared by Dúchas - The Heritage Service, Department of Arts, Culture, the Gaeltacht and the Islands.

Explanation of Format

- “Map No.”, refers to the Ordnance Survey Map Number (Scale 1:1,000).
- “No. on Plan”, refers to the number of the building, structure, feature or item, as shown on the plans of the Wexford Architectural Inventory, prepared by Dúchas. A copy of these plans are available for inspection from Wexford Corporation.

- “Address” denotes the address of the building, feature or item listed for preservation.
- “Description” indicates the item to be protected, i.e., a building, wall, gateway, doorcase, bridge or other feature.
- “Rating” is the code which denotes the buildings importance. Rating Codes are as follows:

International	I	Regional	R
National	N	Local	L
- “Date” refers to the approximate date of construction.
- “Value” refers to the criteria under which the building was assessed to be important. These “importance codes” are as follows:

Architectural	A	Historical	H
Technical Innovation	T	Interior	I
Group	G	Personality	P
Uniqueness/rarity	U	Vernacular	V
Design	D	Setting/Streetscape	S
Archaeological Feature	F	Original Material	M
Other	O		

Note: Where these values do not appear, the building, structure or feature listed for protection was outside the Dúchas survey area.

RECORD OF PROTECTED STRUCTURES

National Importance

<u>Map No.</u>	<u>No. on Plan</u>	<u>Address</u>	<u>Description</u>	<u>Rating</u>	<u>Date</u>	<u>Value</u>
5451-11	108	West Gate, County Council Front	2 Storey Gothic Screen	N	1840-1850	AISM
5451-16	456	Town Walls	Remains of Walls with Gates and Towers	N	Pre-1650	AHU
5451-17	351	Town Walls	Remains Of Walls	N	Pre-1650	AHU
5451-16	467	Selskar Abbey, Temperance Row	Norman Tower and Remains of Abbey	N	15 th C.	AHU
5451-17	169	Saint Iberius Church, Main Street North	2 Storey Georgian Church	N	1750-1770	AHIPUD
5451-17	240	27-29 Main Street South	3 Storey Over Basement Buildings	N	1550-1650	HGPU
5451-17	377	St Patrick's Graveyard, St Patricks Square	Remains of Single Storey Church	N	Pre-1650	AU
5451-17	456	1798 Memorial Square, The Bull Ring	Bronze Statue including square	N	1904-1905	HGPDS
5451-21	114	Saint Peters College, Summerhill Road	Gothic-Revival Church	N	1838-1841	AIGPD
5451-22	719	St Mary's Church & Cemetery, Mary's Lane	St Mary's Church	N	Period D	HU

REGIONAL IMPORTANCE

<u>Map No.</u>	<u>No. on Plan</u>	<u>Address</u>	<u>Description</u>	<u>Rating</u>	<u>Date</u>	<u>Value</u>
5451-11	53	Weston West Gate	2 Storey over ½ Basement House	R	1800-1830	AD
5451-11	60	Ardruidh, Spa Well Road,	2 Storey Yellow Brick House	R	1890-1895	AD
5451-11	71	Clifton, Spa Well Road,	Tudor Style Gate Lodge	R	1840-1870	AGD
5451-11	111	Dunluce, West Gate	2 Storey House	R	1825-1835	AGD
5451-11	131	Redmond Monument, Redmond Place	Freestanding Gothic Style Monument	R	1866-1868	HPD
5451-11	78,79,82,83	1, 2, 4 & 5 Richmond Terrace, Spawell Road	Residential Buildings	R	1840-1860	AG
5451-16	239	Church of Saint Francis, Francis Street	Franciscan Church	R	1780-1790	AIGD
5451-16	276	Ch. Of the Immaculate Concept, Rowe St. Upper	Gothic Revival Church	R	1855-1860	AIGPD
5451-16	331	Wexford Arts Centre, Corn market	2 Storey Former Market Hse	R	1770-1780	AHI
5451-16	18	Westlands Cottage, St John's Drive	2 Storey Former Gate House	R	1830-1850	AID
5451-16	38	Springhill, Hill Street	3 Storey Over Basement hse	R	1785-1795	AI
5451-16	73	Valloton Monument, Wygram Place	Obelisk	R	1792-1794	HPU
5451-16	74	Wexford Corporation, Wygram Place	2 Storey Red Brick Former School	R	1865-1870	AD
5451-16	235	Presentation Convent, Francis Street	2 Storey Building	R	1824-1828	AIGP
5451-16	237	Friary Library, Francis Street	3 Storey Library	R	1832-1836	AGU

<u>Map No.</u>	<u>No. on Plan</u>	<u>Address</u>	<u>Description</u>	<u>Rating</u>	<u>Date</u>	<u>Value</u>
5451-16	281	Ch. Of the Immaculate Concep. Rowe St. Up.	Boundary Wall	R	1855-1860	GD
5451-16	315	Saint Johns Graveyard, Lower John Street	Medieval Graveyard	R	1750-1880	HU
5451-16	316	Saint John's Graveyard, Lower John Street	Freestanding Granite Mausoleum	R	1830-1850	AHPUD
5451-16	442	Hill Street	3 Storey Former Gaol Block	R	1850-1890	AG
5451-16	446	County Hall & Courthouse, West Gate	3 Storey Former Gaol Building	R	1850-1890	AG
5451-16	444	Hill Street	2 Storey Former Gaol Building	R	1810-1830	AG
5451-16	468	Selskar Abbey, Temperance Row	Early English Style Church	R	1810-1820	AGD
5451-16	470	Selskar Abbey, Temperance Row	Gateway	R	17 TH C	GUD
5451-16	524	YMCA, Main Street North	2 Storey Rick Brick Clubhouse	R	1863-1865	AIGD
5451-16	559	10 George's Street Lower	3 Storey House	R	1810-1830	AG
5451-16	560	8 George's Street Lower	3 Storey House	R	1800-1820	AG
5451-16	561	6 George's Street Lower	3 Storey over Basement hse	R	1760-1780	AIG
5451-16	562	4 George's Street Lower	3 Storey over Basement Hse	R	1800-1820	AG
5451-16	563	Abbey Guest House, 3 George's Street Lower	3 Storey House	R	1780-1820	AG
5451-16	566	7 George's Street Lower	End of Terrace 2 Storey Hse	R	1840-1860	AG

<u>Map No.</u>	<u>No. on Plan</u>	<u>Address</u>	<u>Description</u>	<u>Rating</u>	<u>Date</u>	<u>Value</u>
5451-16	567	9 George's Street Lower	3 Storey House	R	1840-1860	AG
5451-16	552-555	18,20,22 & 24 George's Street Lower	Terrace of 3 Storey hses	R	1800-1830	AG
5451-16	556-557	16 & 14 George's Street Lower	3 Storey Houses	R	1820-1840	AG
5451-16	568-569	11 & 13 George's Street Lower	3 Storey Houses	R	1780-1820	AG
5451-17	35	Custom House Quay	3 Storey Former Bank	R	1865-1870	AIGP
5451-17	52	Tourist Office & Chamber of Commerce	2 Storey Building	R	1800-1830	AG
5451-17	55	Crescent Quay	Harbour Basin with Granite Quay Walls	R	1805-1820	TGU
5451-17	68	Paul Quay (off)	6 Storey Grainstore	R	1840-1860	AG
5451-17	100	Presbyterian Church, Anne St	Gothic Revival Church	R	1840-1845	A
5451-17	113	Common Quay Street	2 Storey Former Coffee Hse	R	1875-1880	AIG
5451-17	157	54-56 Main Street North	3 Storey Building	R	1915-1920	AGD
5451-17	41	Wexford Credit Union, Anne Street	3 Storey Red Brick Victorian Bank	R	1880-1900	AP
5451-17	45	Crescent Quay	3 Storey Over Basement Former Bank	R	1825-1840	AIG
5451-17	53	Commodore John Barry Memorial, Crescent Quay	Freestanding Bronze Statue	R	1955-1956	GPD
5451-17	168	30 Main Street North	4 Storey Granite Ashlar Bank	R	1917-1919	A
5451-17	291	16 Main Street South	3 Storey House	R	1780-1800	AG

<u>Map No.</u>	<u>No. on Plan</u>	<u>Address</u>	<u>Description</u>	<u>Rating</u>	<u>Date</u>	<u>Value</u>
5451-17	303	Rowe Street Lower	Former Methodist Church	R	1830-1840	AIGD
5451-17	376	St Patrick's Churchyard, St Patrick's Square	Church Building	R	1650-1750	GU
5451-17	297-302	1,3,5,7,9,11 Rowe St Lower	3 Storey Houses	R	1830-1840	AG
5451-17	58-59	1 & 2 Crescent Quay	3 Storey Houses	R	1870-1890	AGD
5451-21	27	School of Music, St Mary's Summerhill Road	2 Storey House	R	1830-1850	AG
5451-21	29	Bishop's Palace, Summerhill Rd	2 Storey Bishop's Place	R	1850-1880	A
5451-21	31	Bishop's Palace, Summerhill Rod	Granite Gateway	R	1925-1945	AGD
5451-21	101-104	3,4,5,6 Waterloo Road	2 Storey Houses	R	1815-1825	AG
5451-21	108	Saint Peter's College, Summerhill Road	Granite Gateway	R	1810-1840	AGD
5451-21	110	Saint Peter's College, Summerhill Road	3 Storey Building	R	1935-1940	AIG
5451-21	115	Saint Peter's College, Summerhill Road	2 Storey Building	R	1820-1840	AGD
5451-21	116	Saint Peter's College, Summerhill Road	3 Storey Over Basement	R	1820-1840	AGD
			Late-Georgian House	R	1800-1820	AGD
5451-22	143	Bride Street	Church of the Assumption	R	1851-1860	AIGPD
5451-22	349	Military Barracks, Barrack St.	Guardhouse	R	1709-1820	G
5451-22	350	Military Barracks, Barrack St.	Domestic Quarters	R	1790-1820	AHG
5451-22	?	Rear of Wex. Farmers Co-op, Parnell Street	Gothic Tower	R	?	

LOCAL IMPORTANCE

<u>Map No.</u>	<u>No. on Plan</u>	<u>Address</u>	<u>Description</u>	<u>Rating</u>	<u>Date</u>	<u>Value</u>
5451-11	32,33	1,2&3 Auburn Terrace, Redmond Road	Terraced House	L	1898-1900	AGD
5451-11	57	Ardruadh, Spawell Road	Gate Piers	L	1890-1895	AG
5451-11	70	Clifton, Spawell Road	Gateway	L	1840-1870	AGD
5451-11	155	Spawell Road	Cast iron Victorian Pillar Letter Box	L	1870-1900	U
5451-11	62-69	1-7 Glena Terrace,, including end of terrace	3 Storey Red Brick Houses	L	1898-1900	AG
5451-16	23	The Green	Cast iron Ward Boundary Marker	L	1850-1900	U
5451-16	24	The Green	Stone Pillar With Plaque	L	1820-1840	U
5451-16	160	Upper John Street	Cast Iron Water Pump	L	1853-1855	U
5451-16	175	Saint John's Road	Cast Iron Pillar Letter Box	L	1810-1930	U
5451-16	238	The Friary, Francis Street	3 Storey Friary	L	1800-1805	G
5451-16	240	School Street	Cast Iron Pillar Letter Box	L	1900-1910	U
5451-16	251	School Street	4 Storey Red Brick House	L	1780-1820	D
5451-16	314	St John's Graveyard, Lr John St	Boundary Wall	L	1800-1880	G
5451-16	338,1	40 Abbey Street	Doorcase	L	1820-1880	AM
5451-16	392	61 Upper John Street	Cast Iron Wall Mounted Letter Box	L	1880-1900	U

<u>Map No.</u>	<u>No. on Plan</u>	<u>Address</u>	<u>Description</u>	<u>Rating</u>	<u>Date</u>	<u>Value</u>
5451-16	440	Wexford County Council, Hill St	Boundary Wall	L	1810-1840	G
5451-16	457	West Gate Heritage Centre, West Gate	2 Storey Outbuilding	L	1840-1870	AG
5451-16	469	Saint Selskar Abbey, Temperance Row	Gateway	L	1810-1850	G
5451-16	600	Newtown Road	Cast Iron Ward Boundary Marker	L	1850-1890	HU
5451-16	478-479	9,11-11A Selskar St/Selskar Ave	3 Storey Houses	L	1820-1840	AG
5451-16	519-522	90,92,94& 96 Main St North	3 & 4 Storey Buildings	L	1800-1840	G
5451-16		Schoold Street, Presbytery	2 Storey Gerogian House	L	1810-1830	A
5451-17	99	Post Office, Anne Street	3 Storey Red Brick Post Office	L	1890-1895	AG
5451-17	160	New Market, The Bull Ring	Single Storey Market House	L	1870-1880	AUD
5451-17	162	The Bull Ring	Cast Iron Victorian Pillar Letter Box	L	1880-1900	U
5451-17	182	Mechanics Institute, 1 Main Street North	3 Storey Building	L	1840-1850	AIG
5451-17	191	19 Main Street North	3 Storey Building	L	1830-1850	AG
5451-17	217	77 Main Street North	3 Storey Building	L	1880-1900	AG
5451-17	244	37 Main Street South	3 Storey Over Basement Building	L	1800-1820	AGO
5451-17	268	64 Main Street South	4 Storey House	L	1810-1830	AGO
5451-17	309,310	1,2,3&4 Rowe Street Upper	3 Storey Red Brick House	L	1863-1865	AG
5451-21	30	Bishop's Palace, Summerhill Rd	Single Storey Gate Lodge	L	1830-1850	AG

<u>Map No.</u>	<u>No. on Plan</u>	<u>Address</u>	<u>Description</u>	<u>Rating</u>	<u>Date</u>	<u>Value</u>
5451-21	85	Grogans Road	Cast Iron Ward Boundary Marker	L	1850-1900	U
5451-21	109	Gate Lodge, St Peter's College, Summerhill Road	Single Storey Gothic Gate Lodge	L	1875-1890	A
5451-22	119	Saint Peter's College, Summerhill Road	Gothic Revival Gateway	L	1850-1880	GD
5451-22	142	Bride Street	Convent of St Mary Reporatrix	L	1880-1890	
5451-22	143	Bride Street	Church of the Assumption	L	1851-1860	AIGPD
5451-22	230	King Street Upper	Malthouse	L	1870-1875	AT
5451-22	240	Faythe Lane	Mount Folly	L	1800-1840	A
5451-22	681	No. 79 Main Street South		L	1870-1900	AG
5451-22	723	Peter Street	Old Warehouses	L	1800-1840	AIG
5512-1	23	Avenue De Flanders, Mulgannon Road	Gateway	L	1935-1940	G

RECORD OF PROTECTED STRUCTURES (COUNTY COUNCIL JURISDICTION)

<u>Name of Building/Structure/Feature</u>	<u>Address</u>	<u>Rating</u>
Park Cottages	Ballyboggan	N
St John of God (1881)	Newtown Road	L
Tivoli Terrace (South Facades)	Tivoli Terrace	R
Belvedere House	Belvedere Road	L
Paupers Graveyard	Coolcotts Lane	L
Saint Ibars Cemetery	Rosslare Road	L
Former Hospital	Walnut Grove Park	L
Site of Church and Graveyard	Rocksborough, Rosslare Road	L
Saint Fanres Well	Rocksborough, Rosslare Road	L
Site of Castle	Drinagh	L
Drinagh Church and Graveyard	Drinagh South	L
Breffini House	Clonard Road	L
Prospect House	Clonard Road	L
Ashfield House	Knockcumshin	L
Glenville House	Glenville	L
Site of Saint Nicholas Well	Newtown	L
Carrick Church and Graveyard	Carrick	L
Newtown House	Newtown	L
Alma House	Park	L
Park House, Park	Park	L
Park Lodge, Park	Ballyboggan/Park	L
Mount Henry House	Ballyboggan	L
Brookville House	Ballyboggan	L
Slaney Hill House	Ballyboggan	L
Rocklands Cottage	Rocklands	L
Oaklea	Rocksborough	L
Rocksborough House	Rocksborough	L
Kerlogue	Rocksborough	L
Drinagh House	Drinagh North	L

APPENDIX B

County Wexford

Housing Strategy

2001-2006

**Prepared in accordance with Part V
of the Planning & Development Act 2000**

Wexford County Council

Enniscorthy Urban District Council

New Ross Urban District Council

Wexford Corporation

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 - 1.12 Essential Repair Grants
 - 1.13 County Wexford Rural Development Strategy
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 - 1.15 Conclusions

1. SOCIAL AND AFFORDABLE HOUSING

1.1 Background

Earlier development of this strategy has identified the expected need for Social and Affordable Housing over the life of the Development Plan 2001-2006. Tables 1.5.2 reveals the required numbers in this regard.

1.2 Government Policy

The main influences on present social housing policy are the “Plan for Social Housing”, announced by the Minister for the Environment in February, 1991. This was followed by “Social Housing – The Way Ahead” launched by the Government in May 1995 and further augmented by the Government publication “Action on Housing” introduced in June, 2000.

The specific policy objectives are as follows:

To promote home ownership.

To promote a more diverse and well managed rented sector.

To ensure that households, who are not in a position to provide housing from their own resources have accommodation available to them at affordable prices.

To promote the conservation and improvement of public and private housing.

To reduce the extent and effects of social segregation.

To enable a prompt and adequate response to accommodation needs of homeless people.

To enable the provision of suitable housing and halting site accommodation for the Travelling community.

Specific initiatives are as follows:

the local authority housing programme,

the increased utilisation of partnerships with the voluntary sector,

the promotion of the Shared Ownership Scheme,

the provision of extensions and improvement works in lieu of housing

the promotion of Tenant Purchase Schemes,

Mortgage Allowance Scheme,

Essential Repairs,

House Purchase and Improvement Loans,

Disabled Persons Grants.

Wexford County Council has adopted a Traveller Accommodation Programme and is preparing an Action Plan to provide a coherent response to homelessness. The Housing Management Policy Statement adopted by the Council in 1993 addressed many of the aforementioned policy objectives and also recognises the importance of tenant participation through properly structured estate management programmes.

1.3 Issues Considered In Preparing The Strategy

Regard has been had to the following:

Existing demand for Social and Affordable Housing
Projected demand for Social and Affordable Housing
Local Authority Land Banks
Multi-Annual Housing Programme (2000-2003)
Voluntary Sector Initiatives
Traveller Accommodation Programme (2000-2004)
Needs of Special Interest Groups
County Wexford Rural Development Strategy
Wexford Local Authority Statutory Development Plans

1.4 Current Local Authority Housing Stock

The utilisation of the Wexford local authorities current housing stock is extremely high with void periods being kept to a minimum, due to necessary pre-tenancy repairs, or in exceptional cases, involving fire damage, etc.

The current rented housing stock in the County amounts to 2,893 units.

While the housing stock generally is of high quality, in some cases, low cost housing options pursued during the 1970's have necessitated the introduction of remedial works schemes, to bring houses up to modern day standards in the context of building control regulations, etc.

The expansion of this scheme is currently under examination. A further scheme of enhancement includes the provision of heating systems in dwellings provided for elderly people. Current convention suggests a movement away from open fire systems in units of this nature and this will be addressed by the Wexford authorities, with the installation of more convenient heating systems.

Maintenance programme initiatives which are in progress or planned by the Council include:-

Annual Maintenance Works
Pilot Improvement Works
Joint Local Authorities/Tenant Housing Maintenance Scheme

The benefits of the above initiatives will result in improvements to the Council's housing stock and to customer service. These initiatives will be implemented across all housing stock within the timeframe of this Strategy.

The Council is committed to high quality design practices, including energy efficiency, with a view to building sustainable, self reliant communities within the framework of the Housing Strategy.

1.5 Assessment of Housing Need

In accordance with Section 9 of the Housing Act 1988, Wexford Local Authorities conducted an assessment of housing needs in March, 1999. The assessment indicated the gross need, taking into account all of the social housing options, including:-

- Shared Ownership Loans,

- the provision of private sites,
- house extensions
- improvement works in lieu of rehousing
- standard social housing.

In the context of a detailed examination of needs in each case, the gross need is then distributed across the various social housing options, resulting in a net need to be met by direct social housing provision. At that time, the need established was 1,392 persons.

For the purposes of this strategy, the Wexford housing authorities (including Enniscorthy and New Ross UDC's and Wexford Corporation) have compiled the data set out in Table 1.5.1, indicating a breakdown of households on the housing lists of the respective local authorities.

Table 1.5.1 Assessment of Housing Needs (1999)	
New Ross Urban	133
Enniscorthy Urban	223
Wexford Corporation	337
County Council	699
Total	1392

The Assessments Of Needs carried out in 1993, 1996 and 1999 indicates that the number of housing applicants have increased. The range of housing options provided in these years, including Local Authority Social Housing and voluntary housing, will have had a significant impact on the numbers seeking housing in the 1999 assessment. There are currently 2,201 housing applications being assessed as outlined in Table 1.5.2. Caution must be exercised in using these figures as an indicator of real demand due to the following factors:-

- (a) many applicants apply to a number of housing authorities,
- (b) rental subsidy applicants must be housing applicants.
- (c) all housing applicants are currently being assessed and it is evident that duplication exists with applicants applying to more than one authority.

Even taking account of these factors the trend is towards increased demand as more people find it more difficult to achieve home ownership. Experience has also shown that the pattern of local authority housing demand reflects societal change in general. The design and layout of particular housing projects will focus on:-

- (a) The needs of various categories,
- (b) The need for social integration,
- (c) The need for building sustainable communities.

While traditional family type housing (i.e. 3 bedroom houses) will continue to be a major component of the Social Housing Programme and notwithstanding the fact that smaller families may not always remain so, it is clear that there is an increasing demand for one and two bedroom accommodation. This poses design challenges and challenges in relation to social integration, which must be dealt with at the planning stage. Indeed the challenge for the future will be to develop and design schemes with a higher density, while facilitating an expanded range of options and integration of housing development.

Table 1.5.2 Housing Strategy – Categorisation Of Housing Applications Received @ 23/06/2001

<u>Area</u>	<u>Total</u>	<u>Earner</u>	<u>Non-Earner</u>	<u>Travellers</u>	<u>Homeless</u>
<u>New Ross</u>	210	31	163	15	1
Enniscorthy	227	42	130	53	2
Gorey	288	90	190	7	1
Wexford	262	44	192	22	4
Council Area Total	987	207	675	97	8
<u>Urbans</u>					
New Ross	400	59	290	49	2
Enniscorthy	235	58	161	16	0
Wexford Corporation	579	168	387	13	11
Urban Total	1214	285	838	78	13
Overall Total	2201	492	1513	175	21

1.6 Housing Land

In general terms the local authorities land banks are adequate to satisfy the requirements for the Multi-Annual Housing Programme (2000-2003). Table 1.6 indicates the total available land bank of circa. 238 acres, spread throughout County Wexford and varying from 1 acre to 26 acres in plot size.

A number of factors will influence the development of the land bank as shown, including the following:

- Where the Housing Authorities have larger parcels of land, e.g. in excess of 5 acres, it is imperative in the context of social integration that as many housing options as possible are pursued on such sites. In this context, the Wexford local authorities will seek to promote the provision of voluntary housing, affordable housing, Traveller accommodation, shared ownership housing and private site housing, in conjunction with and adjacent to social and private housing.
- There are areas where there are infrastructure constraints for developing the Land Bank. However, these deficiencies will be addressed as part of the Water Services Infrastructure Development Programme.
- The Council will continue to acquire land in strategic areas in accordance with the County Wexford Housing and Rural Development Strategies (Peter Bacon & Associates), and to deliver housing options for local people in their communities.

Table 1.6	
LOCATION OF HOUSING LAND AT 01/01/2001	
Adamstown	3 Acres
Ballaghkeen	3 Acres
Boolavogue	7 Acres
Bridgetown	2 Acres
Bunclody	17 Acres
Campile	6.5 Acres
Castlebridge	12 Acres
Clonroche	6 Acres
Coolcotts	27 Acres
Crossabeg	3.5 Acres
Enniscorthy	42 Acres
Fethard	3.5 Acres
Gorey	42 Acres
Monamolín	1.5 Acres
New Ross	37 Acres
Park	7 Acres
Rosslare Strand	11 Acres
Taylorstown	7 Acres
Total	238 Acres

Multi-annual Housing/Construction/Acquisition Programme

The National Development Plan (2000-2006) provides £6 billion for social and affordable housing over the period of the Plan. A key objective of the National Development Plan is to increase the provision of Social Housing. In response to this objective, the Department of the Environment and Local Government introduced for the first time the concept of multi-annual programming in order to deliver an additional 35,000 units nationally over the period of the plan.

Wexford County Council and the urban authorities in County Wexford have been allocated 970 housing starts for their multi-annual housing programmes over the period 2000-2003. For the purposes of this strategy, it is assumed that similar levels of construction, (i.e. 238 per annum) will be funded by the Department of the Environment & Local Government post 2003 and up to 2006.

It is open to local authorities to front load the provision of housing during the early years of the programme if the necessary land bank is available, the necessary design and planning procedures are put in place, and the capacity exists within the construction sector locally to take up the demand. For its part, Wexford County Council will have accelerated its construction programme by circa. 25% by the end of 2001.

As part of the Multi-Annual Programme, it is open to local authorities to purchase up to 25% of its allocated housing starts. This is particularly relevant to the larger urban areas where land availability is critical and to instances in which there are severe constraints within the construction sector to take up the demand from the Local Government sector.

<i>Table 1.7 Estimated Housing Yield from Local Authority Activity (2000-2006)</i>					
Year	Social Housing	Casual Vacancies	Subsidised Sites	Affordable Housing	Total
2000	145	72	-	-	217
2001	140	72	53	77	342
2002	210	72	50	106	438
2003	212	72	20	75	379
2004	238	92	20	75	425
2005	238	92	20	50	400
2006	238	92	20	50	400

1.8 Affordable Housing & Subsidised Sites

In June 2000, Wexford County Council set up an 'Affordable Housing Unit' within the Housing Section. The purpose of this unit is to promote the concept of self help through the provision of advice and information, and to facilitate the provision of low cost housing and sites to people with incomes below a specified figure. It is intended to integrate the provision of Affordable Housing and subsidised sites into the Social Housing Programme.

Particular emphasis is being attached to the promotion of the 'Mortgage Allowance Scheme' under which local authority tenants and tenants of voluntary housing bodies can avail of up to £9,000 if they surrender their existing dwelling.

Currently there are 393 applicants seeking affordable housing from Wexford County Council and the urban authorities. It is intended to deliver 612 units of accommodation in the period 2000-2006 through the provision of Affordable housing and subsidised sites.

Table 1.8 outlines the location and number of affordable houses and subsidised sites which the local authorities are currently planning to provide.

Table 1.8 Affordable Housing & Subsidised Sites Proposals 2000-2001			
<u>Location Of Affordable Housing</u>	<u>No. Of Houses</u>	<u>Subsidised Sites</u>	<u>No.</u>
<u>Enniscorthy U.D.C.</u>		Castlebridge	6
Ross Road	32	Taghmon	8
Paddocks	6	Clonroche	6
		New Ross	6
<u>New Ross U.D.C.</u>		Bunclody	10
Morrisseys land	36	Enniscorthy	6
		Gorey	6
<u>Wexford County Council</u>		Rosslare Strand	6
Rosslare Harbour	19		
Castlebridge	26		
Gorey	64		
<u>Wexford Corporation (allocated)</u>	-		29
Total	183	Total	83

1.9 Role of Voluntary Housing Associations

Local authorities also encourage tenants who are living in accommodation which now exceeds their needs to move to smaller scale accommodation with the resulting vacancies being allocated to larger families, etc. Based on trends over the last 3 years, it is assumed that casual vacancies will continue to occur at approx. the rate of 45 per annum.

The voluntary housing sector has been playing an important role in the provision of social housing accommodation in recent years. It's role is significant both in the term of output and improving the status and perception of social housing generally.

Table 1.9 indicates the current involvement of the voluntary sector in providing accommodation in County Wexford. It is the intention of the Wexford authorities to further involve the voluntary sector, particularly on larger sites and specifically in the provision of Traveller accommodation, in future years of the Multi-Annual Programmes. It is also desirable that the role of the voluntary sector could be expanded in relation to the delivery of affordable and social housing units on lands made available under Part Five of the Planning & Development Act, 2000.

The Council works in partnership with the voluntary housing sector to provide housing, in areas where there is demand, for low income families (**Rental Subsidy Scheme**) and for the elderly, homeless and physically/mentally challenged (**Capital Assistance Scheme**).

140 units of accommodation have been provided under the **Rental Subsidy Scheme** with another 158 units currently in planning and the **Capital Assistance Scheme** has provided 96 units of accommodation to date with 69 units in planning also.

The **National Development Plan** provides for an eight fold increase in output from the Sector and with more than 130 persons in need of sheltered accommodation currently living with their families or in institutional care the demand for housing in the Sector will continue.

The Councils strategy is to continue to develop linkages with the Voluntary Housing Sector and to assist it in meeting the housing needs of its clients.

TABLE 1.9 CURRENT INVOLVEMENT OF THE VOLUNTARY SECTOR				
Name of Association	No. of units Completed at June 2001		No. of units in Planning / Construction at June 2001.	
	Rental Subsidy	Capital Assistance	Rental Subsidy	Capital Assistance
Respond	128	18	14	-
Enniscorthy Community Housing Ltd.	-	27	-	-
St. Pancras	12	-	114	-
St. Vincent De Paul	-	2	20	6
Enniscorthy Community Workshop	-	6	-	18
Tagoat	-	10	10	-
Grantstown	-	13	-	11
Irish Assoc for Autism	-	9	-	-
Wexford Mental Health	-	5	-	8
Camphill	-	23	-	-
Others	-	10	-	26
Sub totals	140	96	158	69
Totals	236		227	

1.10 Housing of Persons with Special Needs

In dealing with categories under this heading, one is for the most part referring to the Travelling community, homeless, the elderly, disabled and expatriates.

In recent years local authorities have been examining the needs of expatriates living abroad in poor circumstances. Suitable arrangements and accommodation will be provided to re-integrate those in need into their native communities.

Occasionally, circumstances may arise where special needs cases need to be considered in isolation and where purpose built housing is provided. The Council caters for people with special needs through direct provision of housing, facilitating the voluntary housing sector and through grant-aid for the elderly or for persons with disabilities requiring modifications to their homes.

The following is a brief summary of activity, with regard to the aforementioned groups:

1.10.1 Homeless Persons

The Housing Act, 1998 defines circumstances in which a person shall be regarded as being homeless.

These circumstances include victims of family violence, rough sleepers and homelessness due to emergencies such as fire & flood.

The government has recently adopted "Homelessness – An Integrated Strategy". This Strategy recognises that homelessness is increasingly a symptom of social problems that cannot be addressed solely in a housing context. There is a need for a comprehensive approach involving shelter, health and welfare and support to re-integrate into local communities and to prevent them becoming homeless in the first place.

Under the auspice of the Social Housing Policy Committee a Homeless Forum has been established to prepare a Strategy for the County. The membership of the Forum includes representatives from local authorities, health board and voluntary organisations. The Action Plan to provide a coherent response to homelessness is currently being prepared and should be completed by early August, 2001. The assessment of the extent of homelessness in Wexford identified 100 individuals as being homeless in the County. The Homelessness Strategy will set out how all services for the homeless are to be provided and to identify in each case which particular body is to provide a particular service.

1.10.2 The Elderly

The Wexford Authorities have and will continue to provide accommodation specific to the needs of the elderly.

The provision of home services and other onsite facilities will assist the elderly in continuing to reside in their own homes. Such facilities become more sustainable and effective when accommodation for the elderly is clustered and within easy reach of town/village centres. This accommodation will include a mix of house types, the latter being suitable for the accommodation of a relative or carer in cases where applicants are elderly and incapable of living independently.

The design of new accommodation will incorporate facilities such as oil fired central heating and level access showers as required. The existing housing stock will also be adapted to improve facilities for elderly people.

1.10.3 Disabled Persons

The Council has met and will continue to address the housing needs of disabled persons who require house modifications.

The demand for this scheme is increasing annually -
76 applications in 1999, 110 in 2000, and 93 to date for 2001.

1.10.4 Traveller Accommodation

Wexford County Council adopted a Traveller Accommodation Programme for the period 2000 – 2004, to put in place the necessary procedures, measures, resources and facilities, which are required to successfully accommodate 249 Traveller families in a manner that will address all concerns relating to the provision of the accommodation.

The programme proposes the following accommodation :-

The provision of 69 County Council and UDC houses,
The provision of 94 houses in group housing schemes by the County Council and Urban District Councils.
The accommodation of 62 families in permanent and temporary halting sites located in each Council Electoral Area,
Provision has been allowed for 24 families to purchase houses either from their own resources or with the assistance of loans from Wexford County Council,
The purchase of a number of single houses will also be considered by the Council to accommodate families with particular needs.

Wexford County Council will be responsible for the implementation of the Programme in the County area, including the New Ross and Enniscorthy Urban District Council areas.

Wexford Corporation will be responsible for the implementation of its own Traveller Accommodation Programme, which will involve co-ordination with Wexford Co. Council in relation to the accommodation of Traveller families.

Housing Loans

The Loans and Grants Section will continue to proactively assist potential purchasers to achieve home-ownership by promoting the loans schemes on offer, providing local information clinics and giving advice and facilitating the transition to home ownership.

The Council provides loans for the following purposes:

Purchase of new houses.
Purchase of second-hand houses.
Construction of new houses.
Improvements and extensions to houses.

There are a number of loan schemes as set out below which offer individual financial options to borrowers. These loan types are specially designed to enable as many people as possible to achieve home ownership, even in the current climate of high house prices.

The loan options are:
Small Dwellings Acquisition Act Loans (SDAA),
Shared Ownership Loans,
Tenant Purchase Loans
Affordable Housing Loans.

The demand for loans is increasing as the following table illustrates and as the affordable housing schemes are constructed, demand for loans will be greater than in recent years.

Loan Type:	No. Recd Year 2000	No. Recd. To June 2001
SDAA	9	12
Shared Ownership	41	21
Tenant Purchase	26	13
Affordable Housing	22	0
Improvement Loans	10	5

1.12 Essential Repair Grants

The Essential Repair Grant Scheme provides for necessary repairs to the roofs, chimneys and walls of dwellings which are unfit for human habitation where the occupant(s) are aged 65 years and over.

The demand for Grant-Aid is increasing as illustrated hereunder:

Applications received 2000	27
Applications received 2001	34

The demand for grants will be related to the quality of the existing housing stock.

1.13 Co. Wexford Rural Development Strategy

In developing a Housing Strategy the various actions and initiatives outlined previously will act as a mechanism to achieve the objectives of the Rural Development Strategy. The maintenance of the role, vitality, character and setting of the County's small towns and villages is central to the Council's Rural Development Strategy. In support of the Council will:-

Provide necessary physical and social infrastructure

Promote the consolidation and enhancement of the character and identity of the towns and villages by upgrading amenities and facilities

Promote these areas as foci for house building to meet local need.

Work to revitalise and regenerate those areas which are stagnating so as to ensure that they continue to contribute to the social and economic wellbeing of their communities.

1.14 Considerations

There are a number of issues which must be considered in developing a Housing Strategy for Wexford:-

As indicated in paragraph 1.6, in the context of the availability of housing land, there are 238 acres of housing land available for the delivery of the local authorities Social Housing Programme in County Wexford. However, demand patterns in rural areas may not match land availability.

If this authority were to rely on the opportunity provided by Part Five of the Planning and Development Act 2000 for the delivery of its Social Housing Programme, it would also have to rely on the general assumption that private sector development would happen at locations consistent with locations of need in terms of social housing. In rural areas, for example where housing demand is associated with rural depopulation and social exclusion, it may well not be the most attractive location for private sector development.

In utilising Part Five of the Planning and Development Act 2000, the local authority must be conscious of issues of design, density, integration, etc. In this context, flexibility of approach is desirable rather than

over reliance on one particular delivery mechanism. Detailed design and density considerations will be dealt with as part of the Planning process.

Conclusions

The Housing Strategy for Co. Wexford prepared by Peter Bacon & Associates came to the following conclusions in relation to social and affordable housing requirements. These requirements are in addition to the current housing list and are exclusive of the housing demand and need of Travellers, the Homeless, and Asylum Seekers. Table 1.15.1 shows the number of social housing units required under each eligibility criteria.

This Strategy recognises the important contribution of the private sector in providing housing. In this regard, the achievement of a sustainable balance between private and social housing is a strong aspiration of this strategy.

Wexford Local Authorities will continue to support and to encourage private home-ownership. This can be achieved through an ever widening range of incentives to assist and guide housing applicants. The Local Authorities directly focus on meeting the essential needs of housing applicants and in particular, initiatives such as the Affordable Housing Booklet and the holding of Housing Clinics on a regular basis, are examples of how the Local Authorities provide support for housing applicants.

The spatial spread of housing projects throughout the county will be an important design and planning issue and will be a direct contribution to rural development.

The Part V Planning & Development Act 2000 is a mechanism to augment the historic housing provision by Local Authorities and must be considered in the light of the resources and funding arrangements for the Housing Programme.

Table 1.15.1 Social and Affordable Housing Requirements (Number of Units)						
	2001-02	2002-03	2003-04	2004-05	2005-06	Total
Affordable (Adjusted)	86	90	89	93	99	457
Social (Earners)	136	132	139	151	142	700
Social (Non-Earners)	77	79	81	84	85	406
Total Number	299	301	309	328	326	1563

Table 1.15.2 shows the number of housing applications received at June, 2001.

Table1.15.2 Housing Applications Received @ 23/06/2001

<u>Electoral Area</u>	<u>Total</u>	<u>Earner</u>	<u>Non-Earner</u>	<u>Travellers</u>	<u>Homeless</u>
New Ross	610	90	453	64	3
Enniscorthy	462	100	291	69	2
Gorey	288	90	190	7	1
Wexford	841	212	579	35	15
Total	2201	492	1513	175	21

An assumption is being made that the level of housing applications reflects the demand for social housing, although following assessment of all applicants, a number of applicants will be found to be eligible for alternative housing options such as private rented accommodation, improvement works in lieu of rehousing, or other social housing options, etc.

The current number of housing applicants and projected social and affordable housing units required during the six year period of the Strategy amount to 3764. This represents 74 % of the total number of units which will be provided, as estimated by Peter Bacon & Associates in his analysis. Accordingly under Part V of the Planning & Development Act, 2000, the Council will take a uniform 20% of all private housing development. This Housing Strategy will be implemented throughout it's lifetime through a process of discussion and consultation during the Planning process, particularly with regard to private development in the housing sector.

Seamus Dooley
County Manager
9th July, 2001

Kieran O'Brien
Director of Housing & Environment