

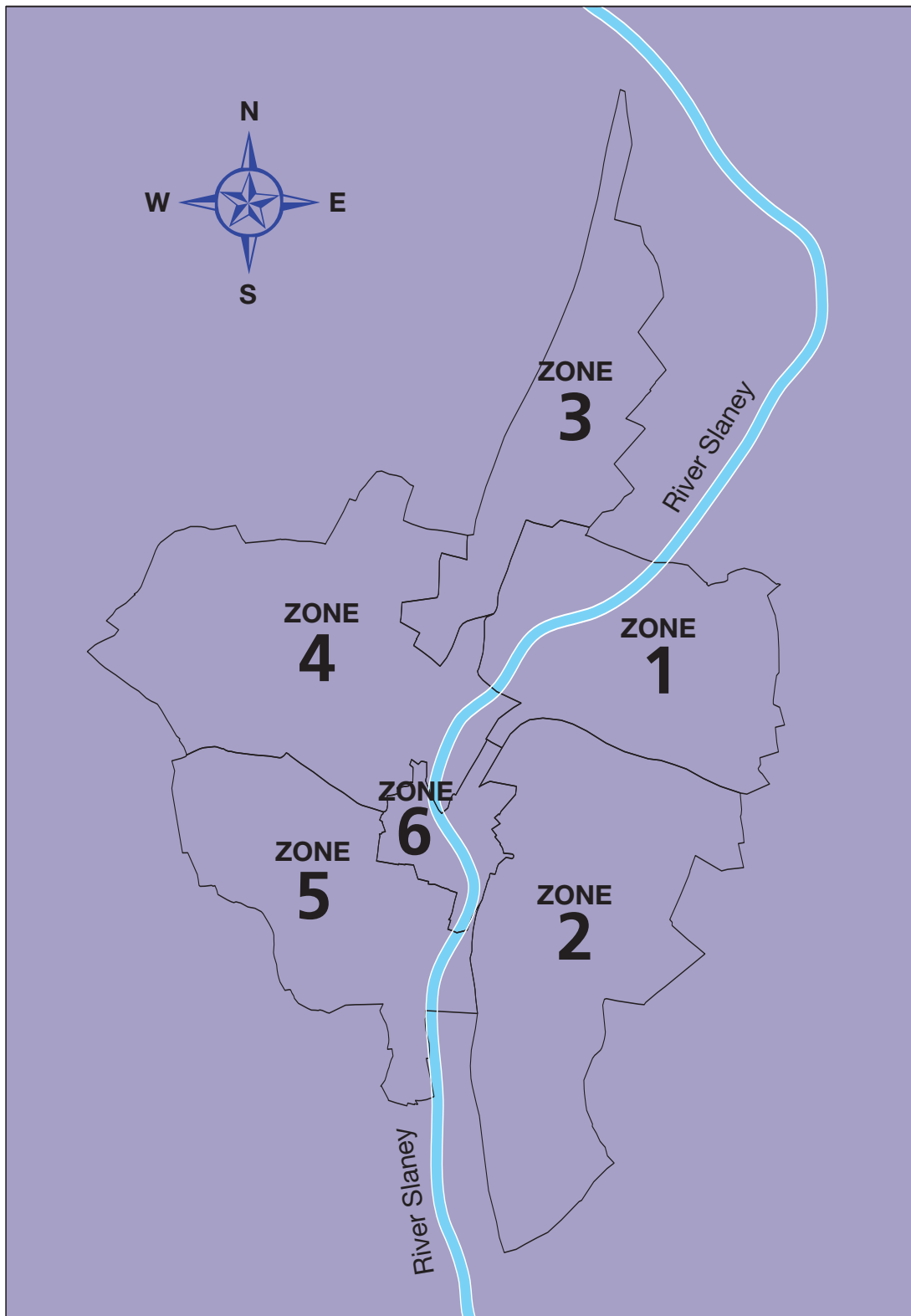
Land-Use Zoning

The Land Use Zoning Objectives for this Plan are set out in the policies and illustrated on the accompanying maps. The purpose of land use zoning is to indicate to property owners and to the general public the types of development that the Joint Councils consider most appropriate in each zone. In the promotion of redevelopment and urban renewal, this allows the developer to plan investment with some certainty. In the management of development, land use zoning seeks to delimit competing and incompatible uses in order to promote greater environmental quality.

The Town Centre zoning is intended as a means of encouraging the redevelopment of under-utilised or derelict land but also to safeguard the amenity of residential enclaves and to protect certain areas with high amenity value. Zoning of lands outside the town centre on the other hand, is intended primarily to guide and facilitate the physical development of land for specific purposes, to protect existing amenities and to allow for changes in land use over time in an orderly fashion. In considering the extent and types of land use zoning objectives, the following factors have been taken into consideration:

- a) The present development area and trends in development since 2001;
- b) Current land use zoning objectives as contained in the Enniscorthy Town & Environs Development Plan 2001.
- c) The amount of committed and uncommitted land within the existing development area.
- d) The accessibility, availability and location of land for development.
- e) The location and adequacy of existing social infrastructure (schools, community facilities etc).
- f) The character of the town with regard to the scale and pattern of development.
- g) The need to promote proper planning and sustainable development in accordance with national, regional and local policies in this regard.
- h) Physical features and amenities of the town.
- i) The present and future situation regarding the provision of essential infrastructure - especially water, sewerage and roads.

10.1 Master Planning Zones



Zone 1 - (a) Clonhaston & (b) Blackstoops Residential Zone

Zone 2 - Drumgold, Salville

Zone 3 - Industrial & Commercial Zone – Blackstoops & Kilcannon

Zone 4 - Milehouse

Zone 5 - Cherryorchard, St. Johns

Zone 6 - Town Centre

10.2 Specific Land Use Zonings

Refer to Map 1

Zoning Objective A - Town Centre (TC)

 TC Map Colour

To protect and enhance the special physical and social character of the existing town centre and to provide for new and improved town centre facilities and uses.

The purpose of this zone is to protect and enhance the special character of Enniscorthy town centre and to provide for and improve retailing, commercial, office, cultural and other uses appropriate to the town centre which compliment its historic setting. It will be the objective of the Joint Councils to encourage the full use of buildings and back lands especially the full use of upper floors, preferably for residential purposes. Certain uses are best located away from the principal shopping streets because of their extensive character and their need for large-scale building forms and space requirements.

Zoning Objective B - Existing Residential & Infill (R)

 R Map Colour

To protect and enhance the residential amenity of existing and developed communities.

This zoning relates to existing residential lands that have been granted permission or are fully or partially built on. The purpose of this zone is to preserve existing residential uses and to provide for infill residential development at a density that is considered suitable to the area and to the needs of the population. While infill or re-development proposals would be acceptable in principle, careful consideration would have to be given to protecting residential amenities.

Zoning Objective C - New Residential (R1 & R2)

 R1 Map Colour

 R2 Map Colour

To provide for new residential development, associated residential services and community facilities.

The purpose of this zone is to provide for new residential development and associated uses. While housing is the primary use in this zone, recreation, education, crèche/playschool, community buildings, sheltered housing and small corner shops will also be considered by the Joint Councils, subject to the preservation of neighbouring residential amenity in zones. Limited local shopping facilities will be considered to serve the local needs of the residents. New residential areas should be developed in accordance with a comprehensive plan detailing the layout of services, roads, links to existing facilities and the landscaping of open space. Residential development shall only take place in conjunction with the provision of the necessary physical, social, community and recreational services/facilities being provided. It is envisaged that this measure will assist in flagging those areas within Enniscorthy that require intervention and resolution, and also assist in protecting against excessive dilution of the existing community/village structure.

Zoning Objective D - Neighbourhood Centre (N)

 N Map Colour

To provide for a new Neighbourhood Centre and associated facilities.

This zoning provides for the development of a new neighbourhood centre to serve the needs of residential areas. A mix of retail, community and recreational development is sought in this zone. Only limited residential development sufficient to ensure the viable and satisfactory working of the neighbourhood centre will be considered in this zone. This centre is intended to serve the immediate needs of the local working and residential population and complement, rather than compete with the established town centre. Medical clinics and professional offices, workshops, a crèche, small convenience stores, or café are all envisaged in this zone. No single shop unit shall be greater than 1500 sq. m., gross floor area. This threshold shall be monitored over the period of this Development Plan.

Neighbourhood centres have been identified at the following locations:

- Drumgold
- Former O'Donoghue's car sales site Clonhaston

Zoning Objective E - Community & Educational (CE)

 CE Map Colour

To provide for and improve local neighbourhood, community, ecclesiastical, recreational and educational facilities.

This zoning relates to improving local neighbourhood, community, ecclesiastical, recreational and educational facilities. The purpose of this zoning is to provide for the broader community type uses which could also include for uses such as post office, chemist, convenience shop and civic uses. The overall aim is to cater for improvement in facilities in predominantly residential areas where there can be a lack of community facilities provided for. A community workshop type facility will be permissible within this zoning. Where existing facilities are so zoned, it is the intention of the Joint Councils to ensure the retention of the use.

Zoning Objective F - Open Space & Amenity (OS)

 OS Map Colour

To protect and provide for recreation, open space and amenity provision.

This zone relates to both public and private open space and such landuse zoning objectives are dispersed throughout the town. The Joint Councils will not normally permit development that would result in a loss of established open space within the town except where specifically provided for in this Development Plan.

Zoning Objective G - Industrial & Commercial & related uses (IC)

 IC Map Colour

To provide for new office and light industrial development.

The purpose of this zone is to provide for office and light industrial development.

Zoning Objective H - Transport & Utilities (TU)

 TU Map Colour

To provide for the needs of transport and utility providers.

The purpose of this zoning is to provide for the needs of transport related commercial activities and other utility providers. Car parks, petrol stations, transport related enterprises such as courier type business, hauliers, warehousing and logistics which require larger space requirements than normal industrial units are envisaged for this zone.

Zoning Objective I - Public Utilities (PU)

 IC Map Colour

To provide for and improve public utilities in Enniscorthy.

The purpose of this zone is to provide for and preserve land in the ownership of the Joint Councils or other bodies charged with the provision of services such as electricity, telecommunications, water, waste or wastewater etc. to the town.

Zoning Objective J – Commercial & Mixed Uses (C1)

 C1 Map Colour

To make provision for commercial & mixed uses.













The purpose of this zoning is to provide commercial and office developments. The Joint Councils will not permit residential type developments within this zone.

Zoning Objective K - Mixed Uses & Residential (MR) **C1 Map Colour**

To make provision for mixed uses and residential development.

The purpose of this zoning is to provide for mixed uses including residential, commercial, office, retail type developments. While housing is the primary use in this zone, recreation, education, crèche/playschool, community buildings, sheltered housing and small corner shops will also be considered by the Joint Councils, subject to the preservation of neighbouring residential amenity in zones. Medical clinics and professional offices, workshops, a crèche, small convenience stores, or café are all envisaged in this zone. New residential areas should be developed in accordance with a comprehensive plan detailing the layout of services, roads, links to existing facilities and the landscaping of open space. Residential development shall only take place in conjunction with the provision of the necessary physical, social, community and recreational services/facilities being provided. Where there is evidence of a lack of physical, social, community and recreational services/facilities, the developer shall provide for same.

Zoning Objectives

Zoning Objective A		– Town Centre (TC)
Zoning Objective B		– Existing Residential & Infill (R)
Zoning Objective C		– New Residential R1 (Low Medium Density)
		– New Residential R2 (Low Density)
Zoning Objective D		– Neighbourhood Centre (N)
Zoning Objective E		– Community & Educational (CE)
Zoning Objective F		– Open Space & Amenity (OS)
Zoning Objective G		– Industrial, Commercial & Related Uses (IC)
Zoning Objective H		– Transport & Utilities (TU)
Zoning Objective I		– Public Utilities (PU)
Zoning Objective J		– Commercial & Mixed Uses (C1)
Zoning Objective K		– Mixed Uses & Residential (MR)

10.3 Zoning Matrix Table

Uses other than the primary use for which an area is zoned may be permitted provided they are not in conflict with the primary land use zoning objective. The Zoning Matrix illustrates the acceptability or unacceptability of various uses for each of the zoning objectives. The land use-zoning matrix is intended to provide guidance to potential developers. It is not intended to supplant the normal planning process. An indication that a proposal would be ‘permitted in principle’ from the matrix should in no way be taken to imply a granting of permission, or indeed that a planning application may be necessarily successful. Individual applications are a matter for the Local Authority to decide and the final decision rests with them, taking into consideration the merits of individual cases and circumstances that may be relevant at a specific time or at a specific location. The matrix relates to land use only and important factors such as density, building height, design standards, traffic generation, etc., are also relevant in establishing whether or not a development proposal would be acceptable in a particular location.

P= Permitted in Principle

A use that will normally be acceptable is one that the Local Authority accepts in principle in the relevant zone. However, it is still subject to the normal planning process including policies and objectives outlined in the Plan.

O= Are Open for Consideration

A use that is open for consideration means that the use is generally acceptable except where indicated otherwise and where specific considerations associated with a given proposal (i.e. scale) would be unacceptable, or where the development would be contrary to the objective for a given area.

N= Will Not Normally be Acceptable

Development that is classified as not normally being acceptable in a particular zone is one which will not be considered 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 in this Plan or the fact that it may be inconsistent with the proper planning and sustainable development of the area.

Uses	R	R1	R2	CE	IC	TC	N	C1	TU	PU	OS	MR
Advertisement	N	N	N	N	O	O	O	O	O	N	N	O
Agricultural building	N	N	N	N	O	N	N	N	O	O	O	O
Amusement/Arcades	N	N	N	N	N	O	O	N	N	N	N	O
Financial Institutions/Facilities	N	N	N	O	N	P	P	N	N	N	N	O
Bed and Breakfast	O	O	O	O	N	P	P	N	O	N	N	P
Betting Office	N	N	N	N	N	P	P	N	N	N	N	O
Car Park	O	O	O	O	O	O	O	P	P	O	O	P
Car park multi storey	N	N	N	O	O	P	P	P	O	N	N	O
Childcare facilities (crèche/nursery)	O	O	O	P	O	P	P	O	P	N	N	P
Civic and amenity recycling centre	O	O	O	P	P	P	P	P	P	O	N	P
Civic Buildings	O	O	O	P	O	P	P	O	O	O	O	P
Cultural/Recreational/Leisure	O	O	O	P	N	P	P	N	O	N	N	P
Education	O	O	O	P	O	P	P	O	O	N	N	P
Enterprise centre	N	N	N	N	O	O	O	N	P	N	N	P
Funeral home	O	O	O	O	N	O	O	N	N	N	N	O
Garden centre	N	N	N	N	O	O	O	O	N	N	O	O
General industrial uses*	N	N	N	N	P	N	N	N	O	N	N	N
Home-based economic activity	O	O	O	O	O	O	O	N	O	N	N	P
Hotel	O	O	O	O	N	P	P	O	N	N	N	P
Hostel	O	O	O	O	N	P	P	O	N	N	N	O
Light Industry	O	O	O	O	P	O	O	N	O	N	N	O
Medical and related consultants	O	O	O	O	N	P	P	O	N	N	N	P
Motor sales showroom	N	N	N	N	O	O	O	O	N	N	N	N
Night-Club	N	N	N	N	N	O	O	N	N	N	N	O
Office	O	O	O	O	O	P	P	O	O	N	N	P
Park and ride facility	P	P	P	P	P	O	P	O	O	O	N	P
Petrol station	N	N	N	O	O	O	O	O	O	N	N	O
Public house	O	O	O	O	N	P	P	O	N	N	N	O
Refuse transfer station	N	N	N	N	O	N	N	N	N	O	N	N
Residential	P	P	P	N	N	P	P	N	N	N	N	P
Restaurant	N	N	N	P	O	P	P	N	O	N	N	O
Retirement home/Villages	O	O	O	O	N	O	O	N	N	N	N	O
Retail (comparison)	N	N	N	N	N	P	P	O	N	N	N	N
Retail (convenience)	O	O	O	O	N	P	P	O	O	N	N	O
Storage/ Transport depot	N	N	N	N	P	N	N	O	P	N	N	N
Service garage	N	N	N	N	O	N	O	O	O	N	N	N
Take-away	N	N	N	O	N	O	O	N	N	N	N	N
Place of Worship	O	O	O	O	N	O	O	N	N	N	N	N
Graveyard	O	O	O	O	O	O	O	O	O	O	P	O

NOTE: The expansion of established and approved uses not conforming to land use zoning objectives will be considered on their merits.

Notes on Uses -

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

Application of Zoning Policy

It is an objective of the Joint Councils to carry out its development management function in accordance with the Zoning Matrix for each zone. However, it should not be assumed that if a proposed development complies with the Zoning Matrix, it would necessarily be accepted. Factors such as density, height, traffic generation, design criteria and physical environmental factors are also of importance in establishing whether or not a development proposal conforms to the proper planning and sustainable development of an area. (Guidelines and Standards on these matters are set out in Chapter 11, Development Management Standards of this Plan).

Non-Conforming Uses

It is not intended that existing uses within the zones outlined in this Plan which appear to be inconsistent with the primary use zoning objective should be curtailed. All such cases, where legally established by continued use for the same purpose prior to October 1st, 1964 or by a planning permission, shall not be subject to legal proceedings under the Acts in respect of the continued use. Where extensions to or improvements of premises accommodating these uses are proposed, each shall be considered on its merits.

Zone 1:

A. Clonhaston & B. Blackstoops Residential Zone



This area has remained relatively undeveloped over the last plan period due to lack of sewage network facilities. The Clonhaston area remains predominantly rural with linear one-off rural housing. The N11 bypass will run quite close to this eastern side of the town and the Councils recognise the strategic location of these lands for accommodating future planned growth. The Councils recognise the huge potential of the Blackstoops Mixed Use and Residential zoning and the importance of securing its development in a co-ordinated and planned manner. The Planning Authorities will seek an innovative approach to architectural design; will require a high quality of urban design; and will encourage sustainable development that would complement the established adjoining uses and contribute to delivering a high quality built and natural environment in this area.

Zone 1(a) - Clonhaston

Overview of the area

The Clonhaston area is bounded to the north by the Slaney River and the Wexford to Dublin railway line and to the south by the R 744. The area lies to the north east of Vinegar Hill.

The area predominantly consists of underdeveloped agricultural land, with a small scattering of rural houses. The area is zoned for new residential, with pockets zoned for Community and Education. Existing development comprises of a pattern of linear residential development along the R744 and the neighbouring county roads. The area is marked by the existing mature trees, which create definable plots. Within the area lies the protected structure of Clonhaston House.

Access and Linkages

The area consists of one arterial route, the R744 which links Enniscorthy to Blackwater. This roadway is the only approach road to Enniscorthy and at such can be heavily congested.

Good permeability and ease of access between new and existing developments as well as community facilities will be encouraged. The emphasis will be on the creation of linkages between residential estates and to connect these areas to the town centre and local convenience shopping facilities. The provision of pedestrian and cycle facilities will be facilitated in this zone. At present there is a lack of functional open space within the zone. The future development of functional open space will be encouraged through the provision of playing fields and amenity areas.

Linkages will be encouraged through any future development to connect to the proposed N11 By-pass which will run to the east of Clonhaston. The by-pass will reduce the congestion on the R744 and enable these lands to the east of Enniscorthy to realise their full potential.

Residential development should create opportunities for developing linkages between the Slaney River and the Blackstoops. Access across the River should be encouraged for connectivity to the mix of uses at Blackstoops area and the public amenity area along the river way.

Urban Design

The Planning Authorities will seek an innovative approach to architectural design of new residential estates, will require a high quality of urban design and will encourage sustainable development that would complement the established adjoining uses and contribute to delivering a high quality built and natural environment in this area. The provision of integrated neighbourhood centres and community facilities will also be of prime importance within this zone. Development should address Vinegar Hill, in terms of layout, given the area's visibility from this point. Similarly, development should have regard to the existing vegetation which should be retained where possible, thereby maintaining the existing character of the area and creating a sense of place within the residential schemes.

Low density housing will be encouraged within new residential developments around the urban fringes. Residential developments in these areas should be designed so as to facilitate the integration of large areas of open space within housing developments where feasible.

Clonhaston House should have a buffer area to protect the integrity of the protected structure. It is envisaged that lower density housing should be located in this area to maintain the prominence of the dwelling.

Zone 1 (b) - Blackstoops

Overview of Area

This area is located to the northern end of Enniscorthy Town, linked to the town by the N11 and continuous footpaths. Zone 1 consists of three areas of Zoned land.

These included large undeveloped lands (zoned Mixed Use and Residential) to the rear of existing residential houses and a working Mart. This area has no direct road frontage or an obvious point of access. The working Mart is zoned Mixed Use and Residential.

A pocket of existing residential lands containing approximately 20 dwellings (zoned Existing Residential and Infill). These properties are accessed from the Old Dublin Road. There is also a large working Mart to the west also accessed from the Old Dublin Road. Zone 1 also includes a Protected Structure accessed from the N11 south of the Dublin Road roundabout.

The entire east and southern boundary of the area is zoned Open Space & Amenity bounding the Slaney River Valley.

Access and Linkages to/from Areas

Good permeability and ease of access between new and existing developments as well as community facilities will be encouraged. The emphasis will be on the creation of linkages between residential estates and to connect these areas to the town centre and local convenience shopping facilities. The provision of pedestrian and cycle facilities will be facilitated in this zone. At present there is a lack of functional open space within the zone. The future development of functional open space will be encouraged through the provision of playing fields and amenity areas.

The area containing the Mart would offer the best opportunity of creating new access to the lands zoned (Mixed Use and Residential) to the Old Dublin Road and therefore opening the lands for development.

It is an objective (T11 see Map 2) to upgrade the existing pedestrian walkway and public lighting and it would also be desirable to provide cycling facilities along the Old Dublin Road.

Services

Parts of the area are serviced by public water, public foul sewers and public storm sewers. However, there are a number of constraints within this area regarding public services. In particular, these constraints relate to both the existing level of capacity within the Enniscorthy Town wastewater treatment system and the actual pipe infrastructure at a number of locations within the area.

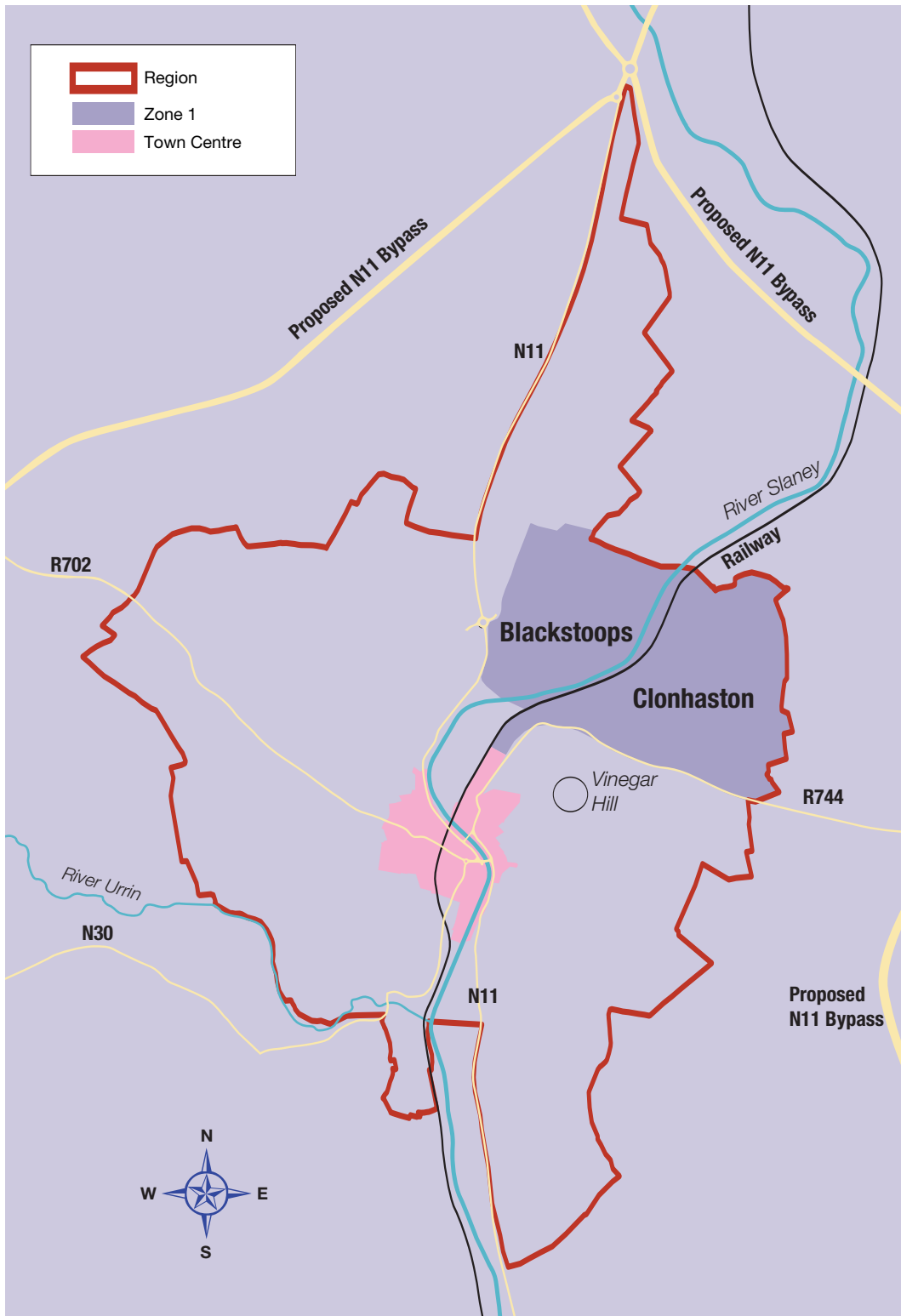
The pipe network for the distribution of public water also needs development for a large part of the zoned land within the Development Plan area. However, there is an available supply of quality public water for any development proposals in this area. Similarly, the storm water pipe network needs to be developed to the zoned lands. A standard requirement for any proposals within the area will be the attenuation of storm water at a rate of 4 l/sec per hectare.



Zone 1:

A. Clonhaston

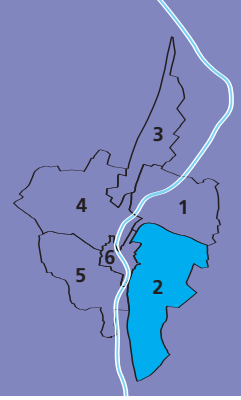
B. Blackstoops



Location of Zone 1 in relation to Town Centre and surrounding infrastructure.

Zone 2:

Drumgold, Salville



The main goal within this Master Plan Zone 2 will be to facilitate the regeneration of the older more established residential areas with improved community and retail facilities, on a coordinated orderly basis and to ensure that development is sustainable and is properly integrated into the area. The Neighbourhood Centre zoning will go towards addressing the lack of retail facilities on this eastern side of the town. The Planning Authorities will seek an innovative approach to architectural design of new residential estates. A high quality of urban design will be required. Sustainable development that would complement the established adjoining uses and contribute to delivering a high quality built and natural environment in this area will be encouraged. The provision of integrated community facilities will also be of prime importance within this zone.

Planning Context: The zoning objectives for the area are mainly:

TC To protect / provide for and improve town centre facilities;

R To protect/improve residential amenity and

R1 To provide for new residential communities.

The area is characterised by low rise (mainly two-storey) residential estates on the outskirts of the town. There are a number of large greenfield sites around the fringes which are zoned for new residential development. This area is predominantly characterised by social housing and is considered to lack community and retail services.

Location: Zone 2 is situated east and southeast of the town centre and runs parallel with the approaching N11. The site is bound to the north by the R744. The area is situated between two large areas of undeveloped greenfield land to the south and east; these lands are positioned between the proposed routes for the proposed Enniscorthy bypass.

Access: The area is accessed at two points (1) The Rosslare Road N11 and (2) The Regional Road R744. The area is bounded to the west by the N11 as it approaches Enniscorthy Town and to the northeast by the R744 Enniscorthy to Blackwater Road, and a swath of undeveloped greenfield land to the east and south.

Recent Development/Land Use: The majority of land in Zone 2 has yet to be developed, particularly the southern and eastern sector. Most of the development is located in the Drumgold area and to the west of Vinegar Hill. There is potential for a low density type development in the Salville area of Zone 2 to the South. In close proximity to the Drumgold area, a higher density of development would be appropriate to link these areas.

Access and Linkages to/from Areas

The area is linked to the town centre via the R744 and via a county road which connects to the N11 at Enniscorthy Bridge, both of which can become particularly congested at peak times which limits/restricts access to the town centre from the south and east. The proposed N11 bypass which will run to the east of this zone would relieve congestion on approach roads and will improve access to the town centre by the removal of 'through' traffic, therefore any traffic entering this area will be 'destination' traffic only. This in turn will improve the quality of the town centre environment and the quality of life for locals carrying out their day to day business.

The emphasis will be on improvement of road infrastructure within this zone and access to the proposed N11 bypass, which will also improve accessibility in this zone. There is also potential to link the N11 to the R744 via a relief road to the rear of Salville and the Drumgold areas. This in conjunction with the possibility of a new bridge being constructed over the Slaney to the north of the zone could filter traffic to the north side of the town.

Good permeability and ease of access between new and existing developments as well as community facilities will be encouraged. The emphasis will be on the creation of linkages between residential estates and to connect these areas to the town centre and local convenience shopping facilities. The provision of pedestrian and cycle facilities will be facilitated in this zone. At present there is a lack of functional open space within the zone. The future development of functional open space will be encouraged through the provision of playing fields and amenity areas.



Urban Design

There will be significant opportunities in the greenfield areas/sites to develop a hierarchy of streets and, consequently, buildings at appropriate locations within the overall area.

The main goal within Zone 2 will be to facilitate the regeneration of the older more established residential areas with improved community and retail facilities, on a coordinated orderly basis and to ensure that development is sustainable and is properly integrated into the area. The Neighbourhood Centre zoning will go towards addressing the lack of retail facilities on this eastern side of the town. The Planning Authorities will seek an innovative approach to architectural design of new residential estates. A high quality of urban design will be required. Sustainable development that would complement the established adjoining uses and contribute to delivering a high quality built and natural environment in this area will also be encouraged. The provision of integrated community facilities will also be of prime importance within this zone. Low density housing will be encouraged within new residential developments around the urban fringes and residential developments in these areas should be designed so as to facilitate the integration of large areas of open space within housing developments where feasible.

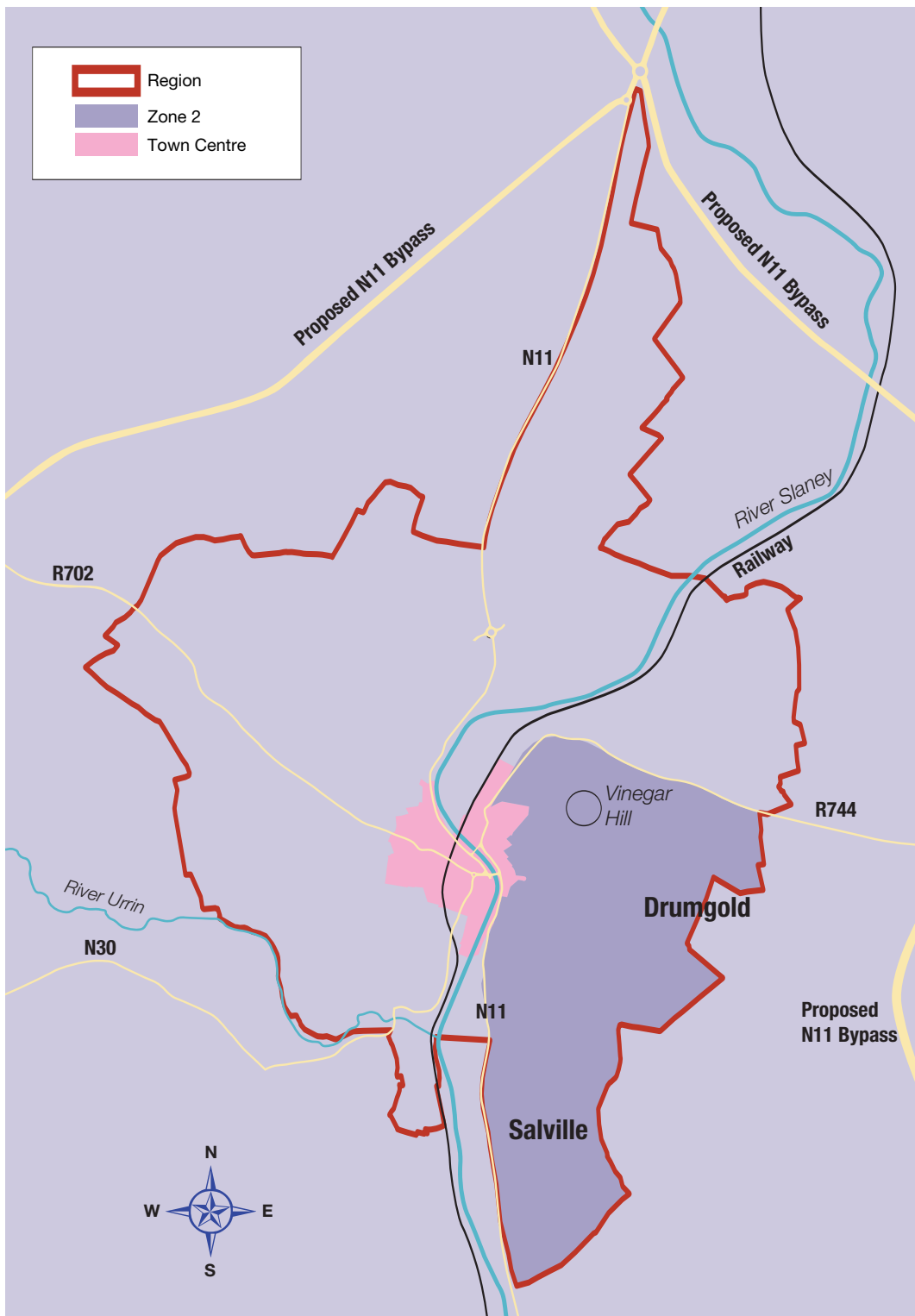
Services

Parts of the area are serviced by public water, public foul sewers and public storm sewers. However, there are a number of constraints namely within the Salville area regarding sewage pipe network. Presently there is a treatment plant located on Esmonde Road which will be decommissioned in the near future once additional capacity and network is available. In particular, these constraints relate to both the existing level of capacity within the Enniscorthy Town wastewater treatment system and the actual pipe infrastructure at a number of locations within the area.

The pipe network for the distribution of public water also needs development for a large part of the zoned land within the Development Plan area. However, there is an available supply of quality public water for any development proposals in this area. Similarly, the storm water pipe network needs to be developed to the zoned lands. A standard requirement for any proposals within the area will be the attenuation of storm water at a rate of 4 l/sec per hectare.

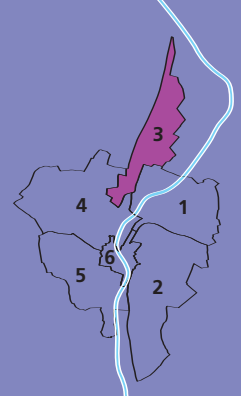


Zone 2: Drumgold, Salville



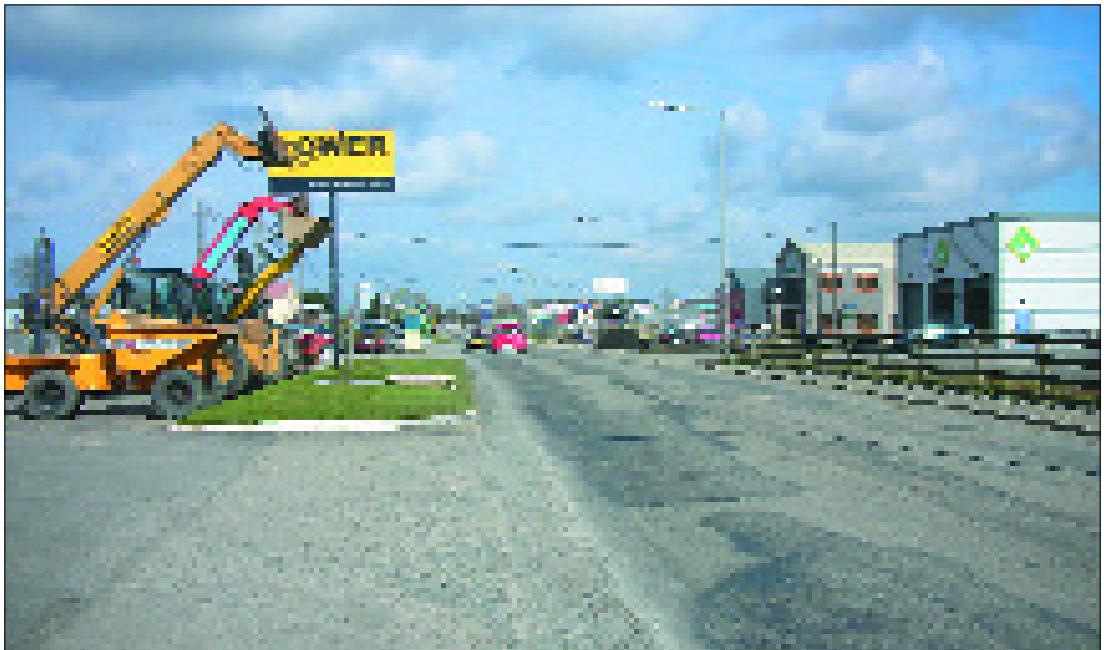
Location of Zone 2 in relation to Town Centre and surrounding infrastructure.

Zone 3: Industrial & Commercial Zone – Blackstoops & Kilcannon



This area is predominantly an Industrial and Commercial zone with some one off rural housing and agricultural land. The main goal within this Master Plan Zone 3 will be to accommodate future industrial and commercial type developments in a coordinated and planned manner. The TU (transport & utility) zoning is envisaged to accommodate transport related enterprises such as courier type business, hauliers, warehousing and logistics, which require larger space requirements than normal industrial units.

Planning Context: The area has been zoned for “Industrial and Commercial Use”. The area has long been established as a location for commercial and industrial activity, Minch Norton relocated its premises to the area once it moved out of the Town Centre. Expansion into Haulage and Transportation is also envisaged and lands have been zoned accordingly to promote this sector.



Location: Zone 4 is situated north of the main centre of Enniscorthy and runs parallel with the approaching N11 from its junction with the N80 to the main northern roundabout of the Town. The area is situated between two large areas of undeveloped greenfield land; these lands are positioned between the proposed routes for the Enniscorthy bypass.

Access: The area is accessed at two points (1) The Dublin Road roundabout and (2) a turn off located just north of the N80/N11 junction. The area is bounded to the west by the N11 as it approaches Enniscorthy Town and to the northeast by the Dublin to Rosslare railway line, and a swath of undeveloped green field land to the east and west.

Recent Development/Land Use: Recent developments in Zone 4 have been in the expansion of car dealerships and the development of commercial centres for small businesses e.g. the Enniscorthy Business Park.

The majority of land in Zone 4 has yet to be developed, particularly the north-eastern sector. Most of the development is located fronting onto the access road, which spurs off the Dublin Road roundabout, leaving areas to the rear. To the north of the site is the Enniscorthy business park; from here to the junction with the N11 is undeveloped land and a small cluster of residential development.

Road Network/Possible Upgrade: Currently zone four is accessed by the Old Dublin Road, which was the main arterial link with Dublin and the rest of the country before the N11 was upgraded. Future plans for the Enniscorthy area, which will impact on Zone 4 are the Clough to Enniscorthy bypass and the Enniscorthy Town bypass.

Development towards the Scarawalsh junction area will be required to have regard to improvements to the local road network. If haulage and transportation are to be encouraged, a permeable and legible road network is needed with strong links to the town centre, either through the Dublin Road roundabout or/and an easterly route which, will serve needs on the opposite side of the Slaney.

With expansion in road networks to bypass the town and improve the overall traffic circulation, car use to the zone may be inadvertently encouraged. Strong linkages between neighbouring residential developments in the form of permeable estates with pavements linked to the zone and cycle lanes should be promoted. Cycle lanes can be encouraged further on the completion of the Enniscorthy bypass, as heavy good vehicles will have been removed from the Town Centre.



Urban Design:

The Planning Authorities will seek an innovative approach to architectural design of new commercial/industrial buildings. A high quality of urban design will be required. Sustainable development that would complement the established adjoining uses and contribute to delivering a high quality built and natural environment in this area will be encouraged. Due to this zone's position close to the N11 and located between Vinegar Hill and a high ridge to the west, development must be sensitive to the landscape.

Science and Technology Uses: This use class would ideally see the development of related high technology research and development facilities, corporate/industrial offices and support services in a high quality setting. Such a development has the potential to provide synergy with other potential developments.

Institutional Uses: There are opportunities for institutional uses including medical facilities and educational/knowledge based research facilities, as opposed to simply building office or manufacturing space. Seeking to attract innovative businesses and create a cluster of interrelated service industries will create synergy and sustain robust economic development.

Retail Warehouse Developments: The possibility of such developments should be investigated. Such retail land uses could be directed towards the agricultural, construction and industrial sectors. With the improved infrastructure promised by NRA developments and further investment in the farming sector this site could be a hub for agricultural commerce and trade of agricultural produce.

Leisure and Tourism: The possibility of locating facilities such as a leisure centre or conference centre could be accommodated at this location. These uses would offer a wide range of low and medium skilled employment opportunities.

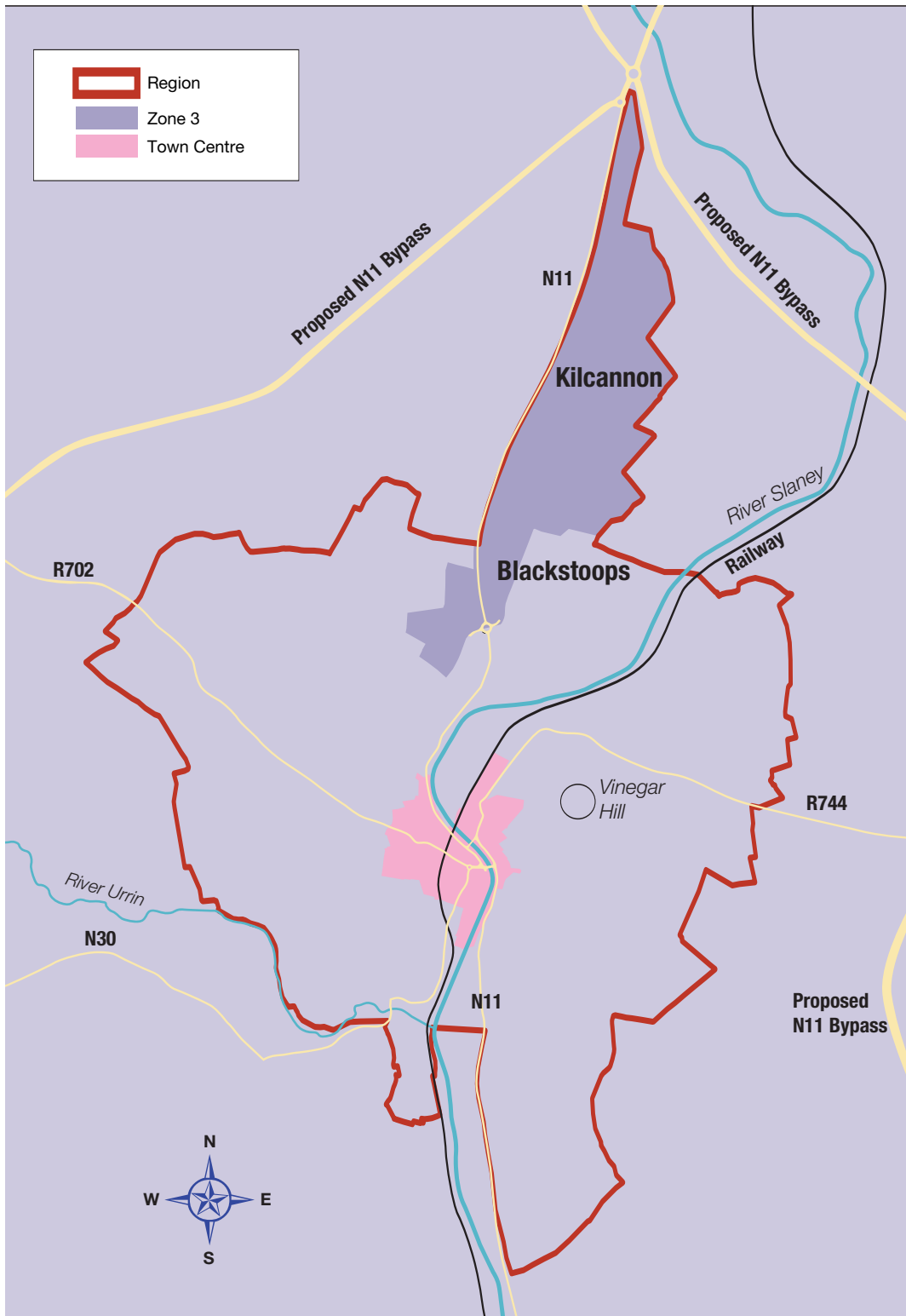
Recycling Facilities: This area is suited for an edge of town recycling facility. The infrastructure is in place for such a facility and once it is opened it would relieve pressure on the Gorey & New Ross recycling facilities and would promote a more positive use of the County's resources.

Services

Parts of area are serviced by public water, public foul sewers and public storm sewers. However, there are a number of constraints within this area regarding public services. In particular, these constraints relate to both the existing level of capacity within the Enniscorthy Town wastewater treatment system and the actual pipe infrastructure at a number of locations within the area.

The pipe network for the distribution of public water also needs development for a large part of the zoned land within the Development Plan area. However, there is an available supply of quality public water for any development proposals in this area. Similarly, the storm water pipe network needs to be developed to the zoned lands. A standard requirement for any proposals within the area will be the attenuation of storm water at a rate of 4 l/sec per hectare.

Zone 3: Industrial & Commercial Zone – Blackstoops & Kilcannon



Location of Zone 3 in relation to Town Centre and surrounding infrastructure.

Zone 4: Milehouse



Overview of Area

The current pattern of development in the area is mixed comprising residential, educational/community, and retail.

This area has also experienced the largest amount of residential estate development over the past few years. The residential development has occurred along the Moyne Road, Greenville Lane and, more recently, off the R702 regional road.

The educational/community and retail facilities are largely concentrated in the south east part of the area. These include Aldi and Lidl developments as well as the post primary school and County Wexford Community Workshop.

The zone is generally characterised by a lack of road linkages and traffic congestion. The Moyne Road, Greenville Road and Regional Road are not linked. In order to gain access to/from these areas all vehicular and pedestrian traffic must negotiate the Duffry Gate area of Enniscorthy Town. This is generally the case for gaining access to the town centre or for gaining access to the main national road corridors, namely the N11 or N30.



Access and Linkages to/from Areas

Good permeability and ease of access between new and existing developments as well as community facilities will be encouraged. The emphasis will be on the creation of linkages between residential estates and to connect these areas to the town centre and local convenience shopping facilities. The provision of pedestrian and cycle facilities will be facilitated in this zone. At present there is a lack of functional open space within the zone. The future development of functional open space will be encouraged through the provision of playing fields and amenity areas.

The emphasis will be on improving road linkages and securing new radial routes to connect Cherryorchard with Milehouse Road to Greenville Lane, The Moyne and Blackstoops. Further linkage to the Carley's Bridge area will also be facilitated/sought.

The purpose of these linkages is to improve the options that residents have in order to carry out their business within and outside of the Development Plan area. If there is a reduction in the accumulation of traffic in the Duffry Gate area, this will improve the quality of the town centre environment and will result in the town centre being accessed from this area by only people wishing to avail of the town centre facilities. This has a knock-on effect of improving the quality of life for those circulating the town towards the national routes and those using and living in the town centre.

Furthermore, linkages will be encouraged, and sought, within residential areas that provide existing and future residents a number of alternatives to carry out their business within and outside of the town at differing times on any day. It will be encouraged, facilitated and, in some instances, sought that residential streets will inter-connect both with other residential streets and orbital routes or higher order streets.

It will be necessary to investigate the possibility and facilitate the provision of safe and appropriate traffic management for the post primary school within the area. The development of alternative means/routes of accessing the school facility, with the provision of pedestrian and cycling facilities, will be facilitated. The same rationale will be applied to the existing and proposed community facilities within the area.

Urban Design

The main goal within Zone 4 will be to facilitate the regeneration of the older more established residential areas with improved community and retail facilities, on a coordinated orderly basis and to ensure that development is sustainable and is properly integrated into the area. The Planning Authorities will seek an innovative approach to architectural design of new residential estates. A high quality of urban design will be required. Sustainable development that would complement the established adjoining uses and contribute to delivering a high quality built and natural environment in this area will be encouraged. The provision of integrated community facilities will also be of prime importance within this zone.

There will be significant opportunities in the greenfield areas/sites to develop a hierarchy of streets and, consequently, buildings at appropriate locations within the overall area. The provision of a community workshop type facility or sheltered housing will also be accommodated within this zone.

Opportunities already exist along the main access road, the R702 regional road, to enclose this area as a street on both greenfield and infill sites. A good example of this on a greenfield site is the Bridgemeanow development, currently under construction, along this access road. Buildings address the existing street with the building line brought up to the roadside, as is appropriate for this urban location.

Other opportunities may present themselves, especially with older dwellings on larger plots along this road, where it may become possible through good quality design to enhance the townscape, in this manner, along this route.

There will be opportunities to increase the height of buildings along the higher order routes/streets to three storeys, where appropriate. Similarly, strong buildings will be facilitated / encouraged at nodes along proposed and existing roads/streets, i.e. adjacent to junctions/roundabouts. Within the residential streets these opportunities may only present themselves on corner sites, if at all.

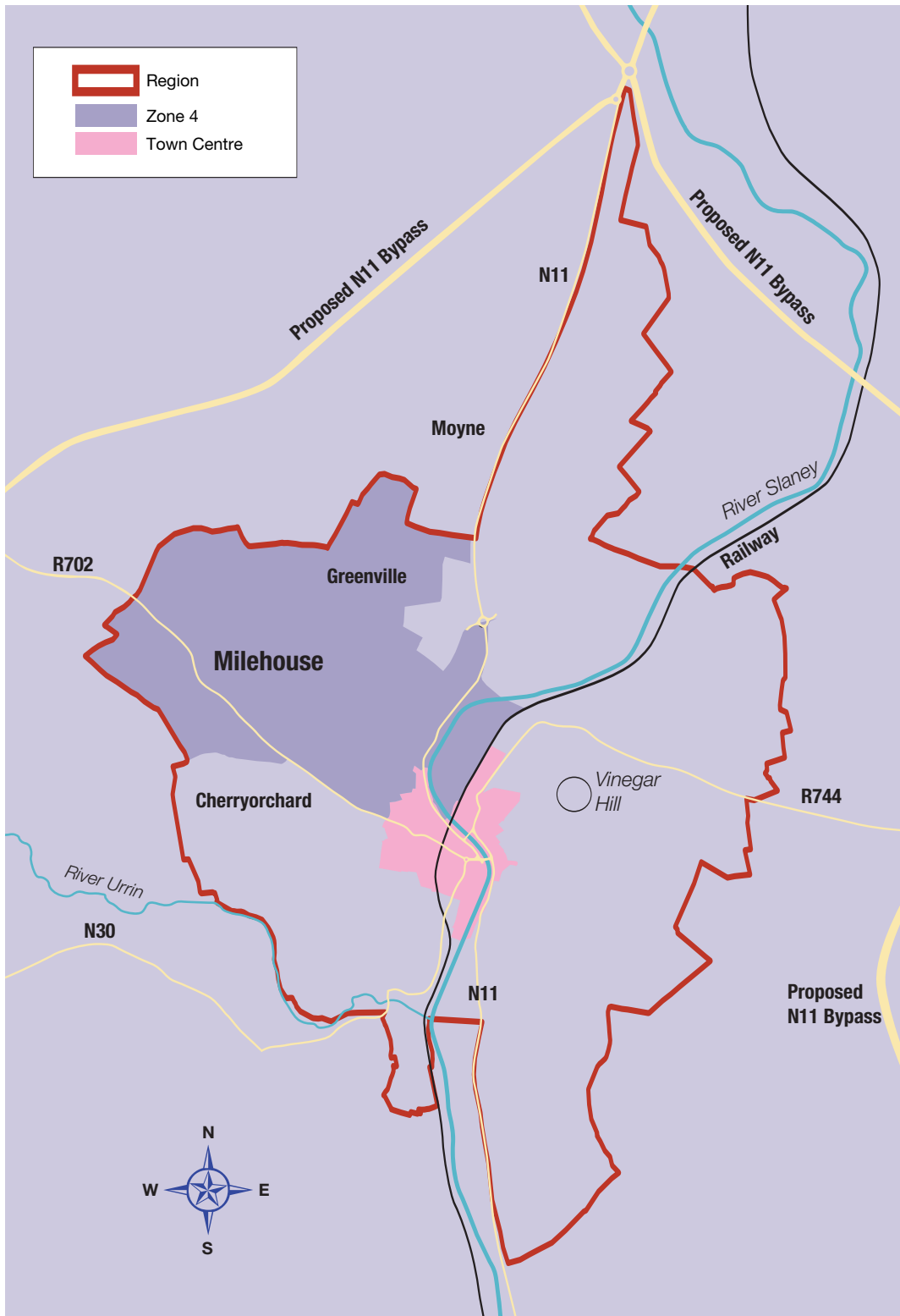
Services

Parts of area are serviced by public water, public foul sewers and public storm sewers. However, there are a number of constraints within this area regarding public services. In particular, these constraints relate to both the existing level of capacity within the Enniscorthy Town wastewater treatment system and the actual pipe infrastructure at a number of locations within the area.

The pipe network for the distribution of public water also needs development for a large part of the zoned land within the Development Plan area. However, there is an available supply of quality public water for any development proposals in this area. Similarly, the storm water pipe network needs to be developed to the zoned lands. A standard requirement for any proposals within the area will be the attenuation of storm water at a rate of 4 l/sec per hectare.

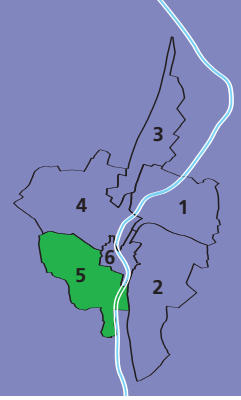


Zone 4: Milehouse



Location of Zone 4 in relation to Town Centre and surrounding infrastructure.

Zone 5: Cherryorchard, St. Johns



The Cherryorchard area is located to the west of the town centre. The area is bound to the north by the R702 to the southeast by the N30 and by the River Urrin to the southwest.

The current pattern of development in the area comprises mainly residential, open space and educational/community. The zoning objectives for the area are predominantly

R to protect/improve residential amenity and

R1 to provide for new residential communities.

The area is characterised by low-rise (mainly two-storey) residential areas on the outskirts of the town. There are a number of large greenfield sites around the fringes available and zoned for new residential development.

The River Urrin runs along the south and western boundary. This entire boundary is zoned open space and amenity. The River Urrin flood plain lies within this area which may act as a constraint for proposed new developments on adjoining sites.



Access and Linkages to/from Areas

The area is linked to the town centre via the R702 and the N30, both of which can become heavily congested at peak times which limits/restricts access to the town centre. The proposed N11 bypass which will run to the west of this zone will relieve congestion on approach roads and will improve access to the town centre by the removal of 'through' traffic, therefore any traffic entering this area will be 'destination' traffic only. This in turn will improve the quality of the town centre environment and the quality of life for locals carrying out their day-to-day business.



The emphasis will be on improvement of road infrastructure within this zone and access to the N30 and the proposed N11 bypass, which will improve accessibility in this zone.

Good permeability and ease of access between new and existing developments as well as community facilities will be encouraged. The emphasis will be on the creation of linkages between residential estates and to connect these areas to the town centre and local convenience shopping facilities. The provision of pedestrian and cycle facilities will be facilitated in this zone.

Urban Design

The main goal within Zone 5 will be to facilitate the regeneration of the older, more established residential areas with improved community and retail facilities on a coordinated orderly basis and to ensure that development is sustainable and is properly integrated into the area. The Planning Authorities will seek an innovative approach to architectural design of new residential estates. A high quality of urban design will be required. Sustainable development that would complement the established adjoining uses and contribute to delivering a high quality built and natural environment in this area will be encouraged. The provision of integrated community facilities will also be of prime importance within this zone.

Low density housing will be encouraged within new residential developments around the urban fringes. Residential developments in these areas should be designed so as to facilitate the integration of large areas of open space within housing developments where feasible.

Opportunities will exist for the development of local convenience retail to provide for local convenience shopping for local residents as part of a phased residential development. New developments adjoining the River Urrin will be encouraged to maximise the use of the river as an amenity.

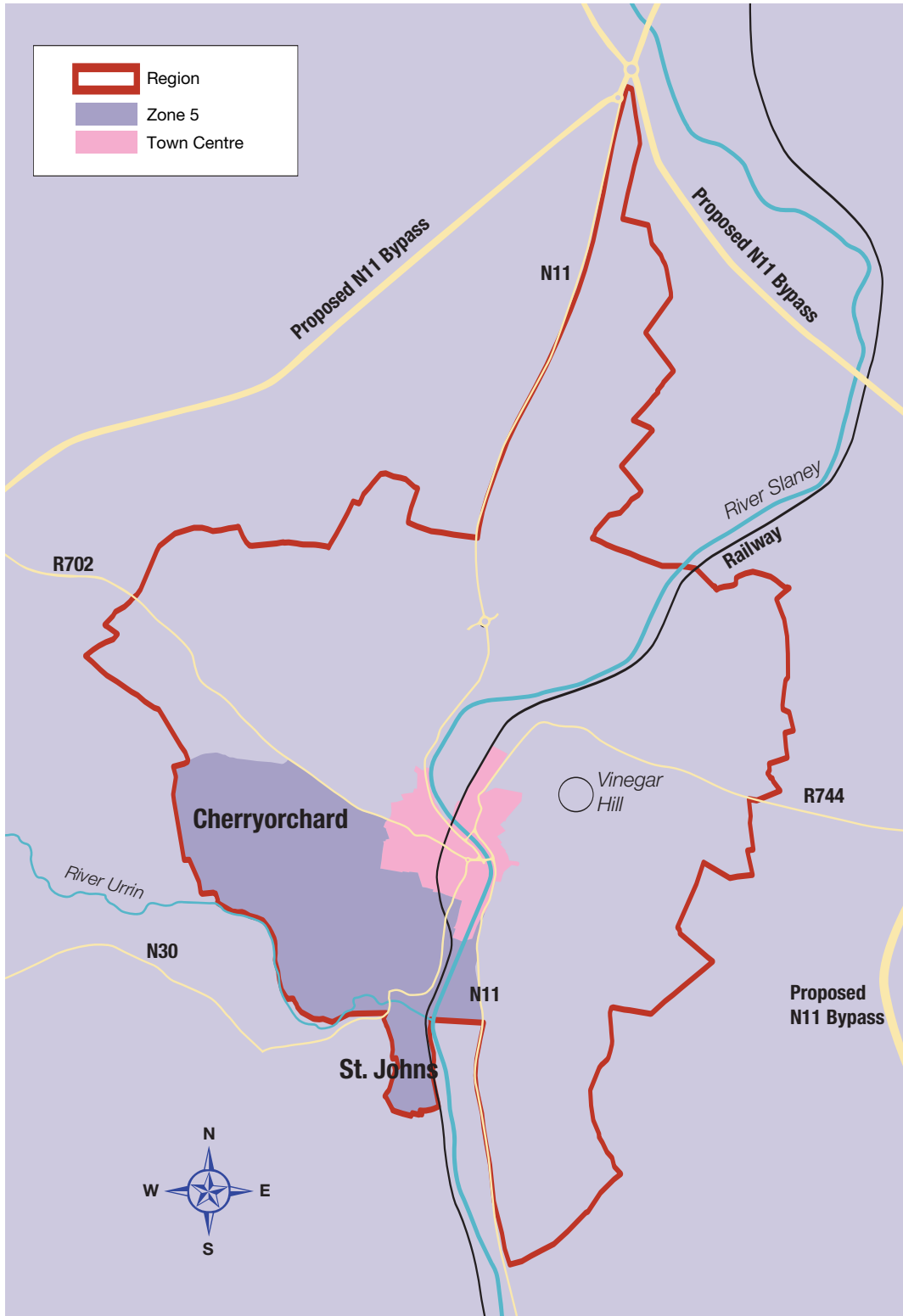
Services

Parts of area are serviced by public water, public foul sewers and public storm sewers. However, there are a number of constraints within this area regarding public services. In particular, these constraints relate to both the existing level of capacity within the Enniscorthy Town wastewater treatment system and the actual pipe infrastructure at a number of locations within the area.

The pipe network for the distribution of public water also needs development for a large part of the zoned land within the Development Plan area. However, there is an available supply of quality public water for any development proposals in this area. Similarly, the storm water pipe network needs to be developed to the zoned lands. A standard requirement for any proposals within the area will be the attenuation of storm water at a rate of 4 l/sec per hectare.

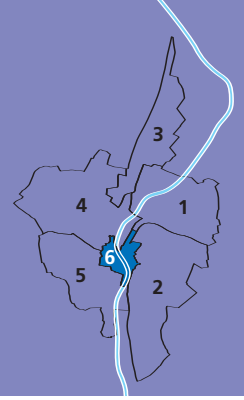


Zone 5: Cherryorchard, St. Johns



Location of Zone 5 in relation to Town Centre and surrounding infrastructure.

Zone 6: Town Centre



The main goal within this Master Plan Zone 6 (Town Centre) will be to facilitate the regeneration of this area on a coordinated orderly basis and to ensure that development is sustainable and is properly integrated into the town centre. The Planning Authorities will seek an innovative approach to architectural design. A high quality of urban design will be required. Sustainable development that would complement the established town centre uses and contribute to delivering a high quality built and natural environment in this area will be encouraged.

Overview of Area

The River Slaney runs through the centre of the town, effectively dividing it in half, with access between the two banks at Enniscorthy Bridge and Seamus Rafter Bridge. The town centre is framed by open space to the north and south with residential development to the east and west.

The topography of the town not only determines the street layout but also suggests focal points for the eye. From a distance the Cathedral is the main focal point and dominates the town. From the northern entrance the great sweep of the river with the meadow behind defines the built area on both sides of the valley. The view up to the town from Abbey Square and across the river is still dominated by the Cathedral though the Church of Ireland with its spire and the Castle hold the townscape together.

Further into the town, the Town Council Offices do the same in the Square. Castle Hill rises to the level of Castle Street, Market Square and Rafter Street while Main Street rises to the level of Duffry Hill.



There are a number of nodes in the town such as Market Square, the junction of Castle Street and Castle Hill, the junction of Weafer Street and Parnell Road and Duffry Hill, the junction of Church Street and Weafer Street and further on the junction of Court Street and Friary Hill which give the town an abundance of focal points. A new focal point has been created with the entrance to Dunnes and the junction of Barrack Street. This is greatly enhanced by the long views to Vinegar Hill and in the opposite direction towards the Cathedral. The containment of these streets and creation of urban space gives the feeling of being in a town.

Development Focus

It is important to focus commercial and retail activities in the town centre to consolidate this area and promote town centre facilities.

The retail and professional services sector is heavily concentrated in the town centre with office, educational and health functions being located both in the centre and throughout the environs. Whilst the service sector is important to diversity and viability of the town centre, particularly given the increase in numbers employed in professional and other services in the town, an excessive concentration of service uses can threaten the overall balance of uses. It is important that the town centre is multifunctional and includes residential, retail and craft/amenity which is vital to the character and dynamism of the town's historic core.

The Planning Authority proposes to strengthen the structure of the town centre and promote policies, which would attract suitable development and investment into the town centre. It is important to improve the existing environment, to upgrade facilities and services and yet protect the amenity of existing uses. Residential use in the town centre should be encouraged through apartment development schemes such as 'living over the shop' to ensure a vibrant atmosphere in the town centre after the closing of shops and offices.

The main goal within the town centre will be to facilitate the regeneration of this area on a coordinated orderly basis and to ensure that development is sustainable and is properly integrated into the town centre. The Planning Authority will seek an innovative approach to architectural design. A high quality of urban design will be required. Sustainable development that would complement the established town centre uses and contribute to delivering a high quality built and natural environment in this area will be encouraged.

Access and Linkages to/from Areas

The emphasis will be on improving pedestrian linkages and cycle facilities within the town centre by the upgrading of footpaths, walkways and cycle routes within the town centre. It shall be a key objective of the Planning Authority to reduce traffic congestion within the town centre.

Urban Design - Key Development Sites

There are a number of key development sites within the town centre within which the Planning Authority will seek to achieve a high standard of urban design, while also recognising the need to protect the town's historic core. The recent development of the Minch Norton Mill complex is an example of new development incorporating older historic structures. These key development sites are as follows:

The Murphy Floods Hotel - Any new development on this site should reflect the design of the previous structure and should incorporate all surviving features.

Abbey Square Car Park and Shopping Centre - Any new development on this site should incorporate increased use of space through higher densities, underground parking, retail and mixed use, creation of a new urban square and a sense of place.

The Castle Night Club - Any new development on this site should include the removal of any visually obtrusive structures on the site and should promote the development of a new urban square/park and residential area linked by pedestrian walkway from Slaney Street and Castle Street.

The Old Chivers Site - The development of this site should take place in tandem with the Abbey Square site if possible. Any new development on this site should seek to increase the attractiveness of the area as a place to live, through the creation of a mixed use development. The attractiveness of the site should also be utilised through high quality design.

The Breens Carraige/Coachbuilders Site - The redevelopment of this site as a residential streetscape at the foot of the natural deciduous rocky woodland will enhance the area and provide sustainable living units close to Templeshannon and within easy access to the town centre.

Services

Most parts of area are serviced by public water, public foul sewers and public storm sewers. However, there are a number of constraints within this area. In particular, these constraints relate to both the existing level of capacity within the Enniscorthy Town wastewater treatment system and the actual pipe infrastructure at a number of locations within the area.

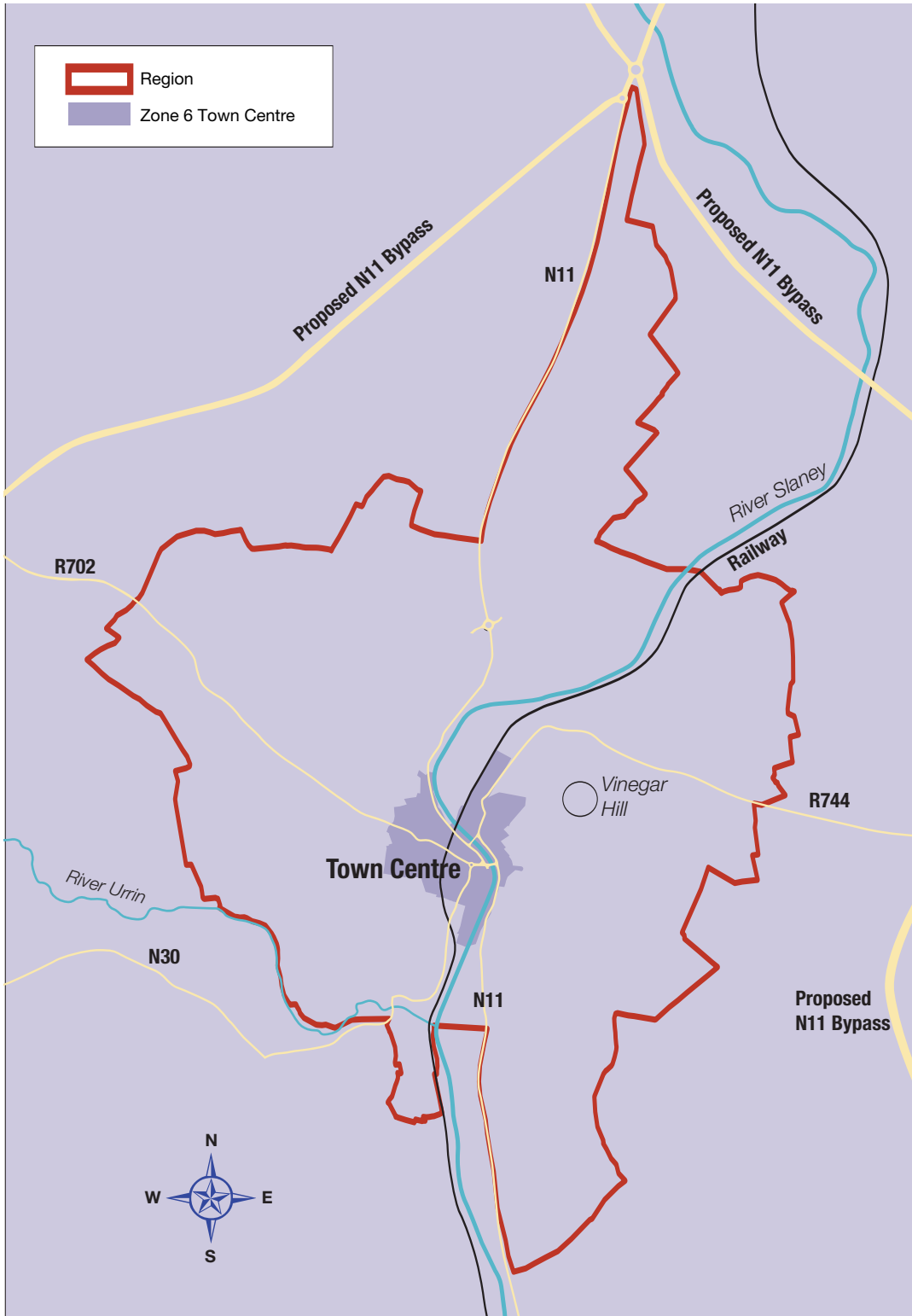
The pipe network for the distribution of public water also needs development for a large part of the zoned land within the Development Plan area. However, there is an available supply of quality public water for any development proposals in this area. Similarly, the storm water pipe network needs to be developed to the zoned lands. A standard requirement for any proposals within the area will be the attenuation of storm water at a rate of 4 l/sec per hectare.

Flooding

All development within the town centre shall have regard to Section 3.8 Surface Water Quality, Drainage Systems and Flood Control.



Zone 6: Town Centre



Location of Zone 6 Town Centre in relation to the surrounding infrastructure.

Development Management Standards

Context

The purpose of this section of the Plan is to ensure a high standard of design, layout and function for all development under the Planning Acts and Regulations, to conserve and build upon positive elements in the built and natural environment and to protect the amenities of the Enniscorthy. Development Management will be exercised by the Joint Councils in a positive manner, having regard to the provisions of the Planning and Development Acts 2000-2006 and to the proper planning and sustainable development of the town, its amenities and the Joint Councils' policy objectives for Enniscorthy. The requirements and standards set out herein should be seen in this light, as a form of guidance for developers, to encourage the creation of living and working environments of the highest quality through the setting out of objectives and standards for the control of development.

11.1 Archaeological & Architectural Heritage

Development in Areas of Archaeological Potential

When considering development proposals within Areas of Archaeological Potential and on, or in close proximity to, sites of known archaeological significance, the Councils will have regard to the provisions of Section 12 of the National Monuments (Amendment) Act, 1994, or as may be amended from time to time. The Councils will also have regard to the observations and recommendations of the Office of Public Works and the Heritage and Planning Division of the Department of the Environment, Heritage and Local Government. When considering such proposals, regard will be had to the nature of sub-surface works that could impact upon archaeological remains (e.g. foundation type and design, layout and location of services, road works, landscaping schemes etc.).

The Councils may require the developer to submit a report prepared by a suitably qualified archaeologist on the archaeological implications of the proposed development. In appropriate circumstances, the Councils when granting permission for development may impose conditions requiring the following:

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

All planning applications should have regard to the following:

“Archaeology and Development: Guidelines for good practice for developers” prepared by the Heritage Council.

Development in Architectural Conservation Areas

In Architectural Conservation Areas, the Joint Councils will have regard to the following:

- The effect of the proposed development on buildings and the surrounding environment, both natural and man-made.
- The impact of development on the immediate streetscape in terms of compatibility of

design, scale, height, plot, width, roof treatment, materials, landscaping, mix and intensity of use proposed.

- New alterations and extensions should complement existing buildings/structures in terms of design, external finishes, colour, texture, windows, doors, roof, chimney, design and other details.
- In dealing with advertisements in Architectural Conservation Areas, the overriding consideration will be the enhancement and protection of the essential visual qualities of the area.

Development in relation to Protected Structures

(i) Assessing Proposals

In assessing proposals for development affecting Protected Structures it is the intention of the Councils:

- To require planning permission for all works, both to the exterior and interior, which materially affect the character of a protected structure or any element of the structure which contributes to its special interest. What might be regarded normally as minor alterations to buildings may not necessarily be regarded as such in the case of protected structures.

Such works can include:

- Window replacement and fenestration changes.
- Wholesale plastering/pointing/painting or painting of previously unpainted elements.
- Modifications of brickwork and stonework.
- The removal/alteration of architectural detailing including joinery and decorative plasterwork.
- Inappropriate interior works including the removal of walls, the creation of openings and partitioning of rooms.
- Works to roofs and railings involving the removal of original materials and replacement with inappropriate materials.

(ii) Alterations/Additions

In considering applications for alterations and/or additions to a protected structure, the Councils shall have regard to:

- The various elements of the structure which gives the protected structure its special character and how these would be impacted upon by the proposed development.
- In the case of a proposal to materially change the use of a protected structure, the suitability of such use having regard to its potential impact on the structure including works necessary to comply with Fire & Building Regulations which the proposed use change would give rise to:
 - The reversibility of the proposed alterations.
 - In the case of buildings within the curtilage of a protected structure whether such buildings are of heritage value or not.

The replacement of existing windows in protected structures with windows of inappropriate design, or manufactured of materials inconsistent with the character of the protected structure will not be approved; Where possible the retention of original windows will be encouraged and particularly so in the case of original twentieth century metal windows.

(iii) Conservation Report

A detailed conservation report shall accompany planning applications for works to protected structures.

This report shall:

- Outline the significance of the building.
- Include a detailed survey of the building, including a photographic survey.
- Detail the proposed works it is intended to carry out.
- Contain a full assessment on the materials and method proposed to carry out these works.
- Their impact on the character of the structure and the reversibility of the proposed works.

The detail required to be submitted will be dependent on the significance of the building and the nature of works proposed. All works to protected structures shall be carried out in accordance with best conservation practice.

Development within the curtilage and setting of Protected Structures.

In considering applications for development within the curtilage of a protected structure, the Councils shall have regard to:

- The various elements of the structure, which gives the protected structure its special character and how these would be impacted upon by the proposed development.
- The proximity of any new development to the main protected structure and any other buildings of heritage value.
- The design of the new development, which should relate to and complement the special character of the protected structure.

High quality design will be a foremost consideration when assessing proposals for development within the curtilage of a protected structure, with particular emphasis on siting, building lines, proportions, scale, massing, height, roof treatment and materials. This does not preclude innovative contemporary buildings. Development proposals should include an appraisal of the wider context of the site and structure

11.2 Residential Development

It is the policy of Wexford County Council and Enniscorthy Town Council to encourage the establishment and maintenance of sustainable residential communities within Enniscorthy. Good design is at the core of creating a good quality residential environment. The design of new housing developments should pay particular attention to the characteristics of the local setting. It is imperative that a high standard of design and quality of environment are created, which in turn will contribute to a sense of place and an identity being created. This policy will be facilitated by;

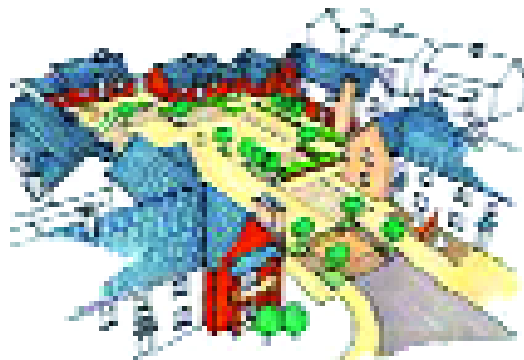
- The development of a residential environment which meets the needs and preferences of residents where possible and fosters the development of a community identity.
- The integration of new housing into the natural and existing built environment in a manner that makes a positive contribution to the overall environment of the community.



Good design is at the core of creating a good quality residential environment. The design of new housing developments should pay particular attention to the characteristics of the local setting. It is imperative that a high standard of design and quality of environment are created, which in turn will contribute to a sense of place and an identity being created. All applications for new developments will be assessed having regard to government policies, in particular the draft Guidelines on Sustainable Urban Housing, Design Standards for Apartments 2007 & Residential Density Guidelines (1999), and the standards set out in this chapter. To encourage sustainable residential communities, consideration must be given to the following elements:

- **Density:** High densities should be provided in appropriate locations. Site configuration and area will have an impact on the density levels achievable.
- **Quality of proposed layout & elevations:** The quality of the residential environment will be paramount in the assessment of planning applications. Layouts, elevations and design must be designed to emphasise a sense of place and community.
- **Design Innovation:** Innovation in layout is of key importance. New types of layout, for example the creation of courtyards, will be encouraged.
- **Permeability:** Is a key factor and all new housing developments should show links for pedestrians and cyclists with other housing and community facilities in the area. In the interests of security, it is necessary that all pedestrian and cycle links be designed in such a way so as to be overlooked to avoid the creation of “alley” or “laneways” which can be the subject of anti-social behaviour.
- **Landscaping:** A high standard of landscaping is an essential part of high quality new developments. Plans for landscaping, including hard and soft landscaping, should be submitted at planning application stage.
- **Natural Features:** The layout of the development should be designed around the retention of natural features.
- **Safety:** Opportunities for anti-social behaviour should be reduced to the greatest possible extent, by ensuring that areas used by the public (such as open spaces, footpaths and roads) are overlooked by housing.
- **Traffic Safety:** The quality of the layout and the manner in which it addresses traffic safety is vital. Long straight roads will be discouraged and a layout with good provision for pedestrian safety and traffic calming will be required.
- **Refuse:** Easily managed communal waste and recyclables collection points should be provided. These shall be conveniently located, well ventilated and comply with all public health and fire safety requirements.
- **Bicycle Parking:** Well-designed and secure bicycle parking areas should be provided for terraced housing.

In addition to planning requirements, building control and fire prevention requirements must be met in all circumstances.



11.2.1 Residential Density

Strict adherence to maximum and minimum density standards is not recommended; rather the creation of residential areas with a sense of place should be a priority. Regard should be had to the draft Guidelines on Sustainable Urban Housing, Design Standards for Apartments 2007, Quality Housing for Sustainable Communities, Design Guidelines 2007 & Residential Density Guidelines (1999). The emphasis should be on providing quality housing environments based on innovation and a design led approach with proposals appropriate to each site and location. The aim is to make the most efficient use of land and infrastructure, to avoid cramming and over-development and to protect urban green spaces and the quality of life.

The Councils will seek to promote appropriate levels of higher residential densities on 'brownfield sites' in the town centre and at other appropriate locations such as close to the railway station. While the emphasis will be towards appropriate and reasonable higher densities the Joint Councils recognise the need for lower densities in some areas. Higher land costs have discouraged quality, low density housing in urban areas resulting in growing pressure for such housing in rural areas.

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

- Have regard to the draft Guidelines on Sustainable Urban Housing, Design Standards for Apartments 2007 & Residential Density Guidelines (1999).
- Promote higher density development in the town centre, along significant radial routes and other appropriate locations such as close to the train station.
- Adopt a flexible approach in the matter of residential density and avoid the rigid specification of minimum and maximum density standards. The approach will focus on quality and innovation to achieve attractive living environments.
- Recognise the need for lower densities in appropriate areas.

Having regard to specific site characteristics and DoEHLG guidelines, the standards outlined below are given as an indication and will be dependant on site specific circumstances.

Table 1: Indicative Residential Densities

Zone	*Maximum Dwelling units per		Indicative appropriate locations
	Hectares	Acre	
Low Density Residential	10	4	Outer edge of the Urban-Rural transition
Low-Medium Density Residential (green-field/ edge of town)	10 -17	4 - 7	Generally new zoning within towns except where it is an urban – rural transitional area or a strategic location.
Medium-High Density Residential (existing built up area)	17 - 25	7 - 10	
Higher Density Residential (town centre/ strategic locations)	>27	>11	At Strategic locations including transport nodes and town centre and neighbourhood centres

* Densities in excess of the upper limits will be considered on their merits

In determining whether the density of a development proposal is appropriate, the Councils will have particular regard to the amenity of surrounding areas. The Councils also reserves the right to permit departures from these standards depending on special circumstances that may apply.

Residential Mix in House & Apartment Development

A key aim in the provision of new housing is to encourage diversity rather than uniformity and as far as possible to relate the kind of housing to the different needs of the population. In all housing proposals the Councils shall also encourage an appropriate mix of dwelling types, not just within the overall development, but throughout the development. A mixture of dwelling types and sizes of houses, apartments and duplexes shall be required to meet the needs of different categories of households.

11.2.2 Layout

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

- All new housing estates should seek to be secure by design;
- Estate access roads should be designed to provide linkages to the existing and proposed developments adjoining the site.
- Residential streets should be designed to reduce traffic speeds to 30 km/h to provide a safe environment for children to play.
- Traffic calming measures may be considered to aid in the reduction of vehicular traffic speed to 30 km/h.
- Promote natural surveillance. Properties should face the street and address corner sites - no rear gardens should back onto roads or open space.
- Open space should be located at accessible points within the development;
- New layouts must provide clear and safe routes for access to all parts of the development, including open space, to ensure access for everyone.
- Landscaping should be designed to provide ease of future maintenance and not create security problems in the future.
- Car parking should generally be provided within the curtilage of the proposed dwellings. Where this is not possible rear parking courts or on street parking can be provided if this can be viewed from the dwelling. Large parking courts will not be permitted.
- Gated estates will not be permitted, however the Councils will consider restricted access to private parking courts or service areas.

11.2.3 Design

The design of dwellings in residential estates should bear a relationship to the nature, scale and form of the existing and adjacent built fabric. Any proposals for modern developments should be in harmony with existing dwellings and the surrounding built environment. A variety of dwelling types, sizes and designs will be encouraged.

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

11.2.4 Building Lines

Applications for development will be dealt with on their merits in relation to established building lines or proposed improvement lines. Where a development requires that the existing roads/footpaths and public lighting be improved/extended, or any other works carried out to facilitate a development, the developer may be required to provide these as a condition of planning permission. In built up or urban areas where there are established building lines/streetscapes, the Councils will assess these scenarios on an individual site basis with due regard to streetscape considerations and public safety.

11.2.5 Building Height

A high building is a building that is significantly higher than neighbouring or surrounding development. There are few structures in the Enniscorthy's streetscape over 3 stories in height. The height of new or altered developments does not have to be held to that of immediate adjoining properties, but should minimise potential localised disamenity. In general, heights should respect the local streetscape of the town. New developments or alterations will not be allowed to prejudice the setting or views of protected structures, landmark buildings, Architectural Conservation Areas etc. Exceptions may include structures that reinforce the urban form or are designed as landmark structures in relation to their particular setting. The Joint Councils will encourage the greater utilisation of buildings close to the town centre. In line with this, the Councils will examine the design of new buildings in terms of height and scale on a case-by-case basis.

The following considerations will be taken into account in deciding upon an application for a high building:

- (i) The degree of overshadowing and consequent loss of light caused to surrounding property;
- (ii) The degree of overlooking, (particularly of residential property) and consequent loss of privacy to surrounding premises.
- (iii) The extent to which there is disruption of the scale of an existing streetscape.
- (iv) The extent to which the building detracts from structures or spaces of architectural or historic importance.
- (v) Any attractive views from significant vantage points that would be obscured by the building.
- (vi) The degree of obtrusion of the building on the skyline.
- (vii) The scale of the building in relation to surrounding open space, together with the effect of the building on the quality of the space.
- (viii) The area of the site and whether it is large enough to provide a visual transition from the scale of surrounding development.
- (ix) The visual relationship of the building to existing open areas.
- (x) Whether the possible civic importance of the building would justify its prominence.
- (xi) The effect of the building on the micro-climate in the immediate vicinity.

Where, in the opinion of the Planning Authorities, the location for a high building is acceptable under the above criteria, a high standard of design and finish will be required, commensurate with the location and civic importance of the site. When a high building is likely to lead to concentration of pedestrians seeking access to the public street, the design of the building must ensure the safety and convenience of pedestrians and other road users. The Councils may require an overshadow study for developments of significant height.

11.2.6 Private Open Space for Housing Development

Privacy is an essential part of human living and is particularly important in relation to homes. Private open space should be designed for maximum privacy and orientated for maximum sunshine and shelter. In order to achieve adequate privacy and open space between houses in new residential developments, the following minimum requirements shall normally apply:

Landscaping

Enniscorthy Town Council in conjunction with Wexford County Council will ensure that a firm emphasis is placed on qualitative standards to achieve the highest quality of landscaping in the planned environment. Planting and landscaping can be used to incorporate new buildings into their surroundings and provide privacy between dwellings. New planting should consist of local plant types indigenous to the area and be incorporated into the site so as to enhance the

overall appearance. When selecting plant species for landscaping, consideration should be taken of the proposed location of the site and its attendant character such as: soil conditions, pollution, safety, maintenance requirements, the possibility of vandalism of the site and aesthetic potential.

Table 2 - Private Open Space Requirements

Development Particulars	Distance /Area Required
Private open space required for 1 and 2 Bedrooms	48 m ² (min)
Private open space required for 3/4/5 Bedrooms	60-75m ²
Separation between dwelling and site boundary	2.5 metres between flank wall of adjacent dwellings
Developments with a back to back building	22 metres (This may be reduced in town centre locations)

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

- High quality boundary treatments are generally required to enclose private open space. A 1.8m-2m high wall of solid block and capped and plastered on both sides is generally acceptable although this should be in keeping with the overall design of the estate. Post and wire or timber fencing shall not be permitted.
- Two metre high screen walls should be provided between all areas of public open space and gardens to the rear of dwellings. Where concrete screen walls along the edge of public areas are proposed, they should be suitably rendered and capped in a manner acceptable to the Councils.
- Private open space should be designed so that it is usable for the proposed residents. Long narrow rear gardens or awkward shapes are therefore not acceptable.
- Generally, windows in the gable/side walls of dwellings will not be permitted where the window would closely overlook the curtilage of the adjoining dwelling.

11.2.7 Public Open Space for Residential Development

Public open space must be carefully designed as an integral part of the layout and should be thought about at the initial design stages.

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

- Areas with high gradients or are otherwise considered impractical to function effectively will not be acceptable as open space.
- Narrow tracts of land (less than 10m) or pieces of land 'left over after planning' are not acceptable.
- Passive Supervision i.e. Public Open Space should be overlooked by as many dwellings as possible.
- The retention of natural features is of key importance.
- On large sites, areas should be identified for different uses e.g. - more casual places for smaller children's play, informal kick areas and passive amenity areas etc.
- Appropriate pedestrian and cycle linkages between open spaces should be clearly indicated on the site layout plan.
- The use of hard landscaping elements should also be identified.
- The minimum area of open space which is acceptable is 10% of the total site area.

Separation Between Dwellings

A minimum distance of 2.5m between semi-detached and detached housing is required. In general, this distance should be equally divided between dwellings so separated so as to allow for a usable side entrance.



11.2.8 Road Layouts in Residential Areas

The layout and detailed design of roads is crucial to the shaping of all developments. Road layouts should be considered as part of the overall concept and should not be the starting point of the design layout. The following should be taken into consideration:

- The arrangement of buildings, rather than roads, should be the primary consideration to create enclosure and a sense of space with which residents can identify.
- The creation of attractive urban forms, where security for pedestrians, cyclists and children is paramount.
- 'Traffic calming', to ensure low ambient traffic speeds, should be designed into the layout from the outset, rather than added as an afterthought.
- Distributor roads are generally required to be 7.3m wide, unless otherwise agreed with the Planning Authority.
- All new residential developments must include cycle lanes.
- The layout and design of development so that walking and cycling are prioritised as transportation modes, by the provision of safe and direct access to local services and public transport.

All developments shall have regard to the Traffic Management Guidelines and the National Manual for Cycle Facilities in Urban Areas. Additional guidance can be found in The DoEHLG Recommendations for Site Development Works for Housing Areas (1998) and also Quality Housing for Sustainable Communities, Design Guidelines 2007.

Car Parking in Residential Areas

Car parking standards are laid out in Table 5 (Section 11.4, page 108), residential layouts should not be dominated by car parking along the access roads. New residential development should take account of the following criteria regarding car parking:

- Car parking for detached and semi-detached housing should be within the curtilage of the site.
- Car parking for apartments and terraced housing should be in informal groups overlooked by housing units.

The visual impact of large areas of car parking should be reduced by the judicious use of screen planting, low walls and the use of different textured or coloured paving for car parking bays.

11.2.9 Urban Infill Housing

Well-designed and integrated infill housing will be encouraged for its role in the social and environmental revitalisation of Enniscorthy. Opportunities for infilling may also be available on the town edge and in backland areas where uncoordinated, piecemeal development has taken place hitherto. In some instances, it may be possible to relax normal planning standards, e.g. car parking, and reduce planning contributions in order to encourage such development where there is a clear planning gain for the community. Each case will be considered on its merits.

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

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

11.2.10 Backland Development

Development of backlands including the construction of extra dwellings in back gardens may result in inappropriate and disorderly development and can have an adverse effect on the residential amenity of adjoining properties. However well planned and designed backland development, may also result in opportunities for integrated renewal.

Backland development will be considered if:

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

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

11.2.11 House Extensions

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

- The size of the extension should be suitable designed, having regard to the size of the existing house and houses in the vicinity.
- The design and use of external materials should be in harmony with that of the existing house and the general architectural character of the area.
- The development should not have an adverse impact on the amenities of adjoining properties.
- Site coverage should be carefully considered to avoid unacceptable loss of private open space or encroachment on wastewater treatment infrastructure.
- In urban areas the development should not result in the loss of any off street parking.
- The Councils will consider on their merits, exemptions to the above policy in the case of adaptations required to provide accommodation for people with disabilities.

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

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

11.2.12 Apartment Developments

The provision of apartment schemes should be considered in appropriate locations. Apartment schemes should generally be similar in scale to surrounding developments. They can be particularly appropriate where there is a significant demand for smaller units of accommodation and where apartment building would be generally in harmony with the character of the area. Apartments can also facilitate higher densities especially where they are strategically located close to public transport nodes.

Proposals for large residential schemes (75 units or more) should be presented in the context of a Master Plan Scheme where access for residents to public transport, schools and child-care facilities, shops and recreational facilities are all clearly indicated. The proposed management and on-going maintenance of public open space within the scheme should also be included.

With specific regard to apartment developments, the layout should:

- Present a live edge to the street by locating doors and windows onto the street frontage;
- In the case of residential accommodation over shops or other business premises, a separate access should be provided for the upper floor accommodation.
- Where ground floor commercial use consists of restaurants/take-aways, public houses, dry cleaners or printing shops, with apartments above, then proper sound-proofing, ventilation and storage must be built into the design of the building.
- Provide car parking where possible at basement level.
- Provide concealed refuse bin storage areas and bicycle storage areas which are accessible to each of the apartments.
- Allow accessibility to post boxes to all.
- Provide suitable play spaces for children.

Internal Design of Apartment Schemes

The Councils will ensure that the standard of accommodation is suitable and will not permit apartment developments where the internal floor area of the apartment is less than 75 sq. m:

- The internal dimensions of all rooms should be proportioned to allow for an adequate space for normal living purposes. The shape and layout of rooms should maximise the amenity of residents. Design solutions should be employed to minimise overlooking/overshadowing and to preserve and enhance the residential amenity of the entire development.

In general dwelling units will be required to comply with the Sustainable Urban Housing, Design Standards for Apartments Draft Guidelines.

Individual Storage Facilities

- A minimum internal storage area of 5 cubic metres should be provided within each apartment unit. Wardrobe or hot press space is not acceptable in this regard.
- Well-designed and secure bicycle parking areas should be provided for apartment complexes.

Refuse Storage

- All apartment complexes should provide easily managed communal waste and recyclables collection points that are conveniently located, well ventilated and comply with all public health and fire safety requirements.

Private Open Space Apartments/Duplexes

Private open space in apartment and duplex type schemes can be provided in the form of landscaped areas, courtyards, terraces/ patios and balconies. All developments would be expected to have some form of private open space in the form of balconies directly accessible from the apartment; however when the level of open space cannot be provided in a balcony alone, then semi-private open space as described above would be acceptable.

In relation to apartment schemes the absolute minimum standards should accord with those standards set out below in Table 3.

Table 3 Balcony Requirements for Apartments/Duplexes

Location	1/2/3 Bedroom Apartment
Close to Town Centre	7 m ²
In outer Suburban Areas	10 m ²

11.2.13 Materials

Regarding materials the following should be taken into consideration:

- The Councils encourage the use of local materials in the construction of new dwellings so as to enhance and maintain the character of the local area.
- The choice of colours for external finishes should blend in with local traditions and surrounding buildings.
- The Councils encourage the use of hardwood for windows and doors in all new structures rather than upvc, which are considered to be environmentally unsustainable.



11.2.14 Gated Communities

Gated developments will not be permitted as they reduce social inclusion and integration within the existing community and generally fail to address the existing streetscape.

11.2.15 Naming of New Developments

The names of residential, commercial and community developments including roads shall reflect local place names, particularly townlands, or local names which reflect the landscape, its features, culture or history of the area in which the development is located; also considered will be the names of historical persons associated with the area. The use of Irish names will be encouraged. The developer/applicant shall provide an explanation of the origin/inspiration for the name with the compliance proposal. The Planning Authority shall approve the name chosen prior to the launching of any advertising campaign for a development. The Councils will prepare a guide on naming developments to provide assistance to developers.

11.2.16 Maintenance and Management

Section 34(4) (i) of the Planning and Development Act 2000-2006, provides for the inclusion of conditions attached to a planning permission regarding the maintenance and management of a proposed development. This includes the establishment of a management company or the appointment of a person to carry out such management (including waste management) or maintenance. It is the policy of Wexford County Council & Enniscorthy Town Council that management companies will only be required for the following type of developments:

- apartment blocks or multi-occupancy units.
- holiday home developments.
- If a specific service or facility is provided for residents use only such as a swimming pool.

11.2.17 Housing for All

The Planning Authorities are committed to providing a range of house design to meet with the requirements of the housing needs of people with disabilities. While the Authorities recognise that Part M of the Building Regulations has led to improved visitor accessibility there is a significant need to ensure a variety of housing types to provide accommodation for people who have disabilities.

In order to improve the supply of suitable housing choice for the future, all new housing estates of 10 dwellings or more shall seek to ensure that at least 20% of the proposed dwellings are adaptable to provide accommodation for people with disabilities.

The Planning Authorities also recognise that people with disabilities do not always live alone and a variety of accommodation types will be required throughout. The provision of “lifetime homes” will also provide the improved choice for all residents to continue to live in their community throughout their lives.

Dwellings should be designed to provide;-

- A suitable, safe location should be identified within each dwelling for parking and charging a power wheelchair or scooter.
- The design of all new dwellings that are on more than one level should incorporate provision for a future stair lift, and also a suitably identified space of minimum 1400mm x 1100mm for the future installation of a house lift (through-the-floor lift) from the ground to the first floor. The proposed provision must satisfy all normal Building Regulations requirements.
- At least one accessible bedroom should be provided in each dwelling, of minimum dimensions 4000mm x 4000mm.
- Where a development incorporates dwellings with three or more bedrooms, a proportion of these should have a second bedroom of minimum dimensions 3000mm x 3000mm.
- Where possible, ensuite facilities should be provided, of minimum dimensions 2000mm x 2000mm, and should include a WC, a wash hand basin and a shower.
- Where only one bathroom is provided it should have minimum dimensions of 2700mm x 2500mm to allow for the provision of a WC, a wash hand basin a bath and a shower.
- Walls in bathrooms, showers and toilets should be constructed to take adaptations such as grab rails.
- Circulation space of minimum 1800mm x 1800mm should be available in kitchens after fitting-out.
- Internal doors should have a minimum clear opening of 800mm. The effective clear opening should be clear of projections. Double doors may be fitted, if preferred.
- Window sills should be no more than 900mm above floor level. Any glazing less than 900mm above floor level should be safety glass.
- The width of internal stairs should be minimum 900mm.
- Do not use open risers or open recesses under stairs.
- A step should not overlap the one below.
- There should be a continuous handrail on both sides of the stairs and on landings.

11.2.18 Accessibility – Access for all.

The Joint Councils will require that the layout and design of a proposed development gives consideration to the needs of the aged, people with disabilities, and people with children. Building designs shall allow full access to the building for all persons, whether employees, residents or the visiting public. Part M of the Building Regulations (S.I. No. 179, 2000) sets out standards to ensure that buildings are accessible and usable by everyone. The Technical Guidance Document in relation to Part M provides guidance on the access requirement for public buildings and for residential dwellings. Public and private open space associated with a development shall be designed with the needs of the disabled and mobility impaired in mind. In addition to the above, all developments must make provision for car parking for the disabled in accordance with the recommendations of ‘Buildings for Everyone’ 2002 published by the National Disability Authority and Part M of the Building Regulations (S.I. No. 179, 2000). In assessing applications, which relate to protected structures, regard shall be had to the protected status of the structure and the need to protect the special character. The Councils will ensure that all footpaths and public areas are accessible and safe for people with disabilities and/or people with reduced mobility by way of dishing of footpaths, location of crossings etc. The Joint Councils will ensure, in so far as is possible, that all transport facilities and mobile services that operate in the town are accessible for people with disabilities and/or people with reduced mobility.

11.2.19 Building Sustainably

The Joint Councils are committed to encouraging more sustainable development through energy end use efficiency, and increasing the use of renewable energy, in all new building projects.

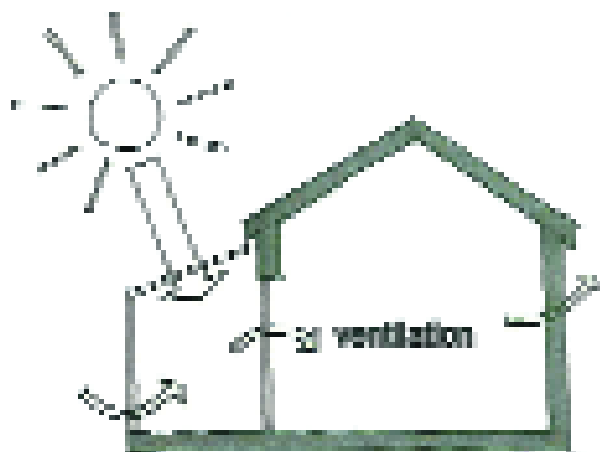
It will achieve this by:

- Encouraging responsible environmental management in construction.
- Promoting sustainable approaches to housing developments by spatial planning, layout, design and detailed specification.
- Ensuring high standards of energy efficiency in all housing developments under its remit, and encouraging developers, owners, and tenants to improve the environmental performance of the building stock, including the deployment of renewable energy.
- For housing, specifically adopting the SEI “House of Tomorrow” standard of energy performance to be applied as the norm, representing an improvement of 40% relative to prevailing norms as represented by the Building Regulations Part L.
- For all other buildings, specifically applying a comparable improvement of 40% relative to prevailing norms as represented by the Building Regulations Part L.
- Anticipating the operational implementation of the EU Directive on the Energy Performance of Buildings (EPBD) by encouraging the energy rating and labelling of building energy performance, so as to give visible recognition to such improvements.

The specific approach proposed for developers is to set a target, accompanied by a menu of design and technology options. This includes renewable energy technologies, as a means of offering flexibility towards meeting that target in the most technically and economically feasible manner on a case by case basis. As an initial step towards achieving greater environmental sustainability, Wexford County Council and Enniscorthy Town Council proposes the introduction of a performance based CO₂ Emissions Target (CET) for new buildings being constructed within the County.

Targets

All new buildings will represent a significant improvement in energy and associated environmental performance relative to current prevailing practice. Either as a prerequisite to receiving planning approval a BER certification of a minimum B1 rating is to be submitted with the planning application, or as a voluntary code.



Housing

The Councils shall seek a reduction of at least 40% in CO₂ emissions within housing developments, relative to a baseline of prevailing regulatory and design practice. This initial baseline of comparison is to be represented by the provisions of Technical Guidance Document L (TGDL) of the Building Regulations, 2002 using conventional oil fired heating boiler with an assumed seasonal efficiency of 75%. The calculation is to be carried out using the Dwellings Energy Assessment Procedure (DEAP) in TGDL. The DEAP is the procedure for assessing the energy performance of new buildings and will allow for the production of Building Energy Rating (BER) certificates. **A BER Certification of a minimum B1 shall be required.**

In meeting this CO₂ performance target, the development shall include:

- A collective average reduction of at least 40% in energy consumption for space and water heating, relative to the baseline of existing regulatory and design practice and using the methodology outlined above; and
- Should incorporate a contribution of 30% by renewable energy supply systems to meet the collective space and water heating requirements within the housing development.

Wexford County Council and Enniscorthy Town Council propose that new housing developments should aim to achieve a 40% reduction in CO₂ emissions associated with space and water heating (i.e. to below 14.2 kg/m²/year), which must include a reduction in energy use for this purpose (i.e. to below 75 kWh/ m²/year) and should incorporate a contribution of at least 30% by renewable energy systems to meet the collective space and water heating requirements within the development.

Non-residential:

The Councils shall seek a collective reduction of at least 40% in CO₂ emissions deriving from total energy usage (space heating, water heating, lighting, other) arising from all services within the development, relative to a baseline of existing regulatory and design practice. This initial baseline of comparison is to be represented by the provisions of TGDL to the Building Regulations, 2006. In the absence of an official national methodology for determining the energy performance of non-domestic buildings, this calculation is to be carried out using a method compliant with the draft European Standard prEN 13790.

In meeting this CO₂ performance target, the development shall include:

- A collective average reduction of at least 40% in energy consumption for all services , relative to the baseline of existing regulatory and design practice and using a methodology as outlined above; and
- A contribution of 30% by renewable energy supply systems to meet the collective energy requirements within the development.

To illustrate the above, using the Heat Energy Rating methodology, the baseline energy performance of new housing is typically 125 kWh/m²/year for space and water heating when constructed to the minimum requirements of Building Regulations 2002, and using a boiler with a seasonal efficiency of 75%. This translates into a CO₂ performance of 23.7 kg/m²/ year using an oil fired heating system.

Menu of Options

In pursuit of these targets, a strong menu of superior design and specification options will include the following:

- Site layout and associated bio-climatic/passive solar design measures.
- Enhanced levels of insulation in walls, roofs, floors, glazing and doors.
- Reduced uncontrolled air infiltration losses.
- Use of healthy and controllable ventilation systems.
- Heat recovery systems.

- Use of daylight.
- Water conservation measures.
- More sustainable building materials.
- Improved heat generation appliance efficiency, e.g. condensing boilers.
- Intelligent heating system configuration and time/temperature/zone/function controls.
- Efficient provision of domestic hot water.
- Fuel switching to low or zero CO₂ emitting fuels.
- Energy efficient lighting systems.
- Incorporation of renewable energy systems, e.g. active solar, heat pumps, biomass.
- Provision of appropriate group or district heating systems.

In the case of non-domestic buildings, additional options include:

- Heating, ventilation and air conditioning systems and controls.
- Electrical energy use including motive power.
- Efficient lighting systems and controls.
- Building Energy Management Systems.
- Occupancy controls.
- Monitoring and Targeting systems.
- Combined Heat and Power (CHP).

Other measures which can contribute to the energy efficiency and renewable energy targets can also be considered. This menu approach enables and requires developers to adopt approaches which are responsive to site and client circumstances and constraints. It also offers the flexibility to explore and employ different mixes of options on a case by case basis, to maximise technical and economic feasibility (SEI April 2006).

11.3 Childcare Facilities

All childcare facilities shall be provided in accordance with the '*Childcare Facilities: Guidelines for Planning Authorities*' (DoEHLG) and the '*Child Care (Pre-School Services)No.2 Regulations 2006 as amended*', *Childcare Act 1991 & The National Childcare Strategy 2006-2010*, '*Ready, Steady, Play! A National Play Policy*' (2004) and any other relevant statutory guidelines which may issue during the life of this Plan.

It is the policy of the Joint Councils to;

- To engage, where appropriate the expertise of the County Childcare Committee in the assessment of applications relating to childcare facilities.
- To facilitate and encourage the provision of childcare facilities at appropriate locations, as identified in the guidelines.
- In accordance with DoEHLG guidelines, the Councils require the provision of at least one childcare facility to cater for 20 places in developments of 75 houses, including local authority and social housing schemes. This standard may be varied depending on local circumstances. The Councils will consult with the Wexford County Childcare Committee in this regard.

Applications should include the following information at application stage:

1. Nature of the facility:
 - Full day care
 - Sessional
 - Drop In
 - After School Care
2. Numbers and ages of children.
3. Adequate parking for staff and set down areas for customers.
4. Hours of operation.
5. Open Space provision and measures for the management of same.

6. Description of the cumulative impact when taken together with other childcare facilities in the vicinity.
 7. Impact on residential amenity and mitigation measures if appropriate.
 8. Local traffic conditions.
 9. Proximity to public transport.
- It is recommended that applicants seek the advice of the Wexford County Childcare Committee, Health Service Executive and other relevant bodies in the design of childcare facilities prior to the submission of applications for planning permission. Such proposals shall meet all criteria and standards for best practice and design that may apply from time to time. In addition, facilities shall be flexible in design to allow for changing demands as communities mature.
 - In general, it is the policy of the Joint Councils to discourage the complete conversion of existing semi-detached and terraced dwellings within housing estates to childcare facilities. The childcare use should remain secondary and the bulk of the house should be retained for residential purposes.
 - In new housing estates, purpose built facilities are normally required.
 - In considering applications for both purpose built facilities and the conversion of existing premises, the Councils will favour those locations that are close to existing community and educational facilities and public transport nodes.
 - The Councils will strongly resist the change of use of childcare facilities (provided under the Childcare Guidelines) to non-community uses such as; residential, retail or commercial uses, unless it is satisfied that exceptional circumstances exist.



11.4 Access, Transport & Car Parking

Access onto Public Roads

Generally, where the capacity, width, alignment or surface condition of the road is inadequate, development will not be considered favourably. The Councils may require the submission of a Traffic Impact Assessment as part of an application. Applicants should consult with the Roads Design Section of the Councils prior to the submission of significant planning application.

Access Requirements

Generally, it is the policy of the Councils to discourage the proliferation of access points onto public roads, particularly in areas where the maximum speed limit applies. The Councils will therefore encourage and promote shared access points.

Sightlines

Within the urban area of Enniscorthy, sightline requirements are determined by the Councils on a case-by-case basis. Factors including the type of development, speed limit, potential traffic hazard and condition of the road are taken into consideration.

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

When assessing a planning application the following factors will be taken into account:

- Where sightlines are inadequate and would give rise to a traffic hazard, development will not be permitted.
- In cases where an access already exists with inadequate sightlines, it is the Joint Councils policy to recommend the closing up of this entrance in order to facilitate an alternative entrance with adequate sightlines.
- All applications for planning permission must clearly indicate the sightlines available at the proposed access.

Car Parking

The layout and design of roads in housing developments shall have regard to the "Traffic Management Guidelines" issued jointly by the Department of Environment, Heritage and Local Government, the Department of Transport and the Dublin Transportation Office.

- Requirements for numbers of car parking spaces are set out in Table 4.
- In dealing with planning applications for change of use or for replacement buildings, allowance will be made for the former site use in calculating the car parking requirements generated by the new development as extra.
- Where the provision of on-site parking is not possible, the Joint Councils will require a financial contribution towards the provision of car parking.
- Parking and service spaces must be located on site so as to prevent road/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.

Table 4 Dimensions for Parking and Loading Bays

DESCRIPTION	WIDTH
Car parking bay	5.0m x 2.5m
Disabled parking bay	5.0m x 3.3m
Loading Bay	6.0m x 3.0m
Circulation Aisles	6.0m in width

- Where parking is allowed in general view, adequate screening or landscaping must be provided to reduce its impact.
- In addition to the general car parking standards, service parking space will be required for vehicles necessarily involved in the operation of business including the delivery and collection of goods, the carrying out of repairs and maintenance.

The following considerations should also be taken into consideration:

- The Councils reserve the right to alter the parking requirements outlined, having regard to the circumstances of each particular development.
- The Councils may require the submission of a Mobility Management Plan with planning applications where developments include substantial parking requirements. Complimentary or shared usage of car parks will be encouraged, especially where opening hours are at variance. In addition to car parking standards, sufficient space will be required within the curtilage of the site for all service vehicles involved in the operation of the business or building.

Where the provision of car parking is required by this Plan, such provision will normally be met by providing the required spaces within the curtilage of the development. Where, in the opinion of the Councils, it would be impracticable for individual developers to provide for on-site parking, a contribution will be required in accordance with the Development Contribution Scheme.

Bicycle Parking

The Planning Authorities will require the provision of a minimum level of bicycle parking facilities in association with new development and a change of use is proposed. Where the provision of bicycle parking facilities are intended for use by the staff of that particular development, stands should be located within the curtilage of the development to ensure security and supervision. Bicycle stands for use by visitors should be located so as to maximize convenience to the entrance of buildings, and be positioned so as to ensure safety, security, supervision and protection from the elements. Bicycle parking facilities shall be visually pleasing, adequately covered and located so as to maximise convenience to the pedestrian entry points of buildings. The Planning Authorities will also encourage the provision of bicycle parking facilities where possible, at existing transport nodes, public buildings, retail centres and leisure facilities. The number of stands required will be a third of the number of car parking space required for the development, subject to a minimum of one stand.

Table 5 Car Parking Standards

Residential	Car Parking Requirements
Houses	2 per House
Apartment/Flat	1.5 per apartment / flat
Guest House/ B&B	1 space per bedroom
Hotel	1 spaces per bedroom
Hostel	1 space per bedroom or 1 space per 10 bed dormitory
Caravan/Camping Site	1 space per pitch
Commercial	Car Parking Requirements
Shopping: Retail Floorspace	1 space per 20sq m
Offices: Gross Floorspace	1 space per 25 sq m
Public Houses / Restaurants	1 space per 25sq m
Hot Food Take Aways	Minimum of 5 spaces per unit or 1 space per 10 sqm
Dance Halls Public Area	1 space per 25sq m
Cinemas, Theatres, Stadia	1 space per 10 seats
Conference Centres: Public Areas	1 space per 25 sq m
Churches / Church Hall	1 space per 10 seats
Hospitals / Nursing homes	1 space per 2 beds
Surgeries	2 spaces per consultants room
Industrial	Car Parking Requirements
Man. Ind./ Light Ind. Gross Floorspace	1 space per 50sq m
Showrooms: Gross Floorspace	1 space per 50 sq m

Warehouses: Gross Floorspace	1 space per 100 sq m
Garages	1 space per 50 sq m
Community	Car Parking Requirements
Sports Clubs, Grounds, Swimming Pools	1 space per 15sq m & 6 spaces for each pitch, 2 for each court
Library	1 space per 100sq m
Funeral Home	10 spaces
School	1 space per classroom
Crèche / Childcare	One per four children plus one per employee

Railway Reservation

All new development adjacent to the railway line must include a 15-metre reservation from the outside of the track on both sides, in order to facilitate the future expansion of the railway and also in the interest of safety and public health.

11.5 Dwellings in Rural Areas

The policy for housing in rural areas is contained in the Wexford County Development Plan 2007-2013. The basis of this policy is to preserve the existing agricultural use of the areas zoned for this purpose, to prevent speculation in land and to prevent urban-generated development that would interfere with the operation of farming.

It is not the intention of the Councils that all land within the boundaries of the town would be developed for residential or other building purposes in the medium to long term. The mere inclusion within the development boundary confers no additional rights to development and farming landowners should have no expectation that building development will be allowed.

In exceptional circumstances where permission for housing in the agricultural zone is given, it will be subject to conditions restricting first occupation of the dwelling, so as to prevent speculative housing, to maintain public health standards, to control linear development and to maintain the town in a compact fashion.

Septic Tanks/ Wastewater Treatment Systems

The provision of septic tanks or wastewater treatment systems and their associated percolation systems shall comply in full with the requirements of the Environmental Protection Agency Wastewater Treatment Manuals.

11.6 Retail

Retail Development

Applications for all retail development will be assessed in accordance with the criteria specified in the Retail Planning Guidelines for Planning Authorities published by the Department of the Environment, Heritage and Local Government in December 2000 or as subsequently amended and the County Retail Strategy and the Enniscorthy Town Retail Strategy prepared with this plan.

The criteria to be determined in the assessment of significant planning applications for retail development are as follows:

- Testing the proposal against the 'Sequential Approach' and that alternative location have being considered.

- Impact on the town centre, including cumulative impact.
- The baseline information and capacity/impact assessment is accurate and transparent.
- There is a demonstrable need for the development.
- Its contribution to town centre improvement.
- Its contribution to site / area improvement.
- The quality of access by all modes of transport.
- Its role in improving the competitiveness of the County.
- Its role on sustaining rural communities.
- Any other Development Plan considerations.

In considering retail developments the Councils will require:

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

Retail Warehousing

Applicants for retail parks and retail warehousing will be required to demonstrate the impact on the existing town centre close to the site. Applicants should describe their target market in order to assess this. If a number of retail warehousing elements are proposed in an area, the cumulative impact of these must be assessed. Full details of the types of goods to be sold should be described in the application. Details should include whether the goods fit into the category of comparison or bulky goods as described in the Retail Planning Guidelines for Planning Authorities published by the Department of the Environment, Heritage and Local Government in December 2000 (as amended).

Shopfront Design

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

- Protecting traditional and original shopfronts
- Encouraging good contemporary shopfront design.



In all instances, the Councils will encourage a discipline in this area that acknowledges the basic principles of good shopfront design. The design of shopfronts should reflect the scale and proportions of the existing streetscape.

The Councils will seek to retain the remaining traditional shopfronts of townscape importance. It should be noted that the replacement of an existing shopfront or the insertion of a new shopfront requires planning permission, and is not considered by the Councils as constituting exempted development.

Roller Shutters

The installation of security shutters can visually destroy and deaden the shopping street at night and thereby detract from the environment of the town. It is the policy of the Joint Councils to discourage the use of such shutters and to ensure the removal of unauthorised ones.

The erection of a roller shutter, and its associated housing, requires planning permission.

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

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

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

Petrol Filling Stations

In general filling stations, where a need has been established, should be located within the 50 kph or 60 kph speed limits and/or within the development boundaries of Enniscorthy. Residential areas should be avoided. Developments on national road networks will be strictly controlled. A proliferation or an over-concentration of filling stations along a particular road will not be acceptable because of the cumulative environmental impact on visual or residential amenity and the creation of a traffic hazard.

Pubs / Nightclubs / Amusements Centres

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

- Potential effects of the development on the amenity of nearby residents will be assessed prior to the granting of planning permission.
- Prevent an excessive concentration of any of the above uses in a particular area.
- Noise at the boundaries will be carefully monitored and noise insulation measures will be required at the time of the submission of the planning application. An important consideration for the Local Authority is the number and frequency of events in such facilities.
- The Planning Authorities 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 Authorities and in particular the type and degree of advertising signage and lighting. The design shall respect the character of the street and the buildings.

Fast Food Outlets / Takeaways

The cumulative impact of a number of take away restaurants in any particular area will be considered in the assessment of any planning application. Fast food outlets will generally not be permitted within a 200m radius of educational establishments and only in exceptional circumstances will such development be considered in residential areas, having regard to the negative impacts including noise, litter, traffic, opening hours and general disturbance, to which it can give rise. Stringent controls will be applied with regard to litter collection and facade design. The latter may necessitate the alteration of corporate images in order to assimilate into the character of the area. The Planning Authorities may impose restrictions on opening hours as a condition of planning permission.

11.7 Advertising

The Councils recognise the role which advertising plays in the commercial life of a town. It is also recognised that the haphazard proliferation of hoardings, signs and finger post signs has the potential to detract from visual and scenic amenities and through confusion gives rise to traffic hazard. Advertisement hoardings will not be permitted and will only be considered to screen development sites or visually obtrusive sites. Where they are permitted they will be subject to temporary permissions.

General Signage

All advertisements and advertisement structures, other than those exempted under Part II, Second Schedule of the 2001 Planning and Development Regulations, shall be the subject of a formal planning application.

Commercial signage and advertising will be limited to commercial built-up areas where it is already a feature where the following general policies will apply:

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

Canopies

The erection of plastic or fabric canopies or the 'Dutch' type will be discouraged. Such canopies disrupt the view along the street and obscure both shopfront detail and neighbouring advertising and are generally not acceptable. Where shading of a window display is required, the use of traditional rectangular sun blinds/awnings of the retractable type may be permitted. The erection of a canopy or awning requires planning permission. The Councils will use its enforcement powers to ensure the removal of unauthorised canopies

11.8 Environment

It is the policy of the Planning Authorities to minimise the threat of air, land, water or other environmental pollution by use of the statutory powers of the local authority. The attention of developers is drawn to the requirements of the Environmental Impact Assessment Regulations.

Noise

The Councils will seek to ensure that new development does not cause an unacceptable increase in the noise and pollution levels affecting surrounding properties. The Councils will ensure that all new developments in proximity to National Routes provide suitable protection against traffic noise. In considering planning applications for residential development in areas adjoining major roads, the Councils will have regard to any Noise Maps and Noise Action Plans relating to the site location in accordance with the EU Directive on Assessment and Management of Environmental Noise 2002.

Light Pollution

There has been an increased tendency to illuminate buildings to an excessive degree and incorporate lighting, that gives rise to glare on public roads. It shall, therefore, be a policy of the Planning Authorities to minimise light pollution. Details of any external lighting scheme intended as part of any new development shall be submitted as part of the planning application. Applicants will be required to demonstrate that the lighting scheme proposed is the minimum needed for security and working purposes.

Seveso Establishment

In line with the requirements laid down by Directive 96/82/EC, and Regulations SI No. 476 of 2000 the National Authority For Occupational Health and Safety, as the Central Competent Authority, is obliged to provide technical advice to the Planning Authority in case of decisions taken regarding:

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

This is in accordance with Regulation 29 of the said regulations, entitled "Advice on Land Use Planning". Applicants considering any development as outlined above, will be required to consult the Fire Services section of Wexford County Council, and also the Health and Safety Authority, prior to lodging any development application.

Seveso Developments: New Establishments

It is necessary for new 'Greenfield/ Brownfield' establishments to demonstrate that they do not present a risk of a dangerous dose greater than 5×10^{-6} to their current neighbours or a risk of a dangerous dose greater than 1×10^{-6} to the nearest residential type property. This may be relaxed in respect of neighbours where the new development is the same/similar to the existing neighbours, e.g. a new oil storage depot being set up in a location already occupied by tank farms.

11.9 Telecommunications

In order to facilitate the evaluation of development proposals for the erection of antennae and support structures, the applicant will be required :

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

11.10 Development Contributions & Bonds

Development Contributions

The Councils may require financial contributions towards the capital cost of providing infrastructure, public lighting, services and utilities. These include roads, footpaths, car parking, traffic management, drainage, wastewater treatment, water supply and open space.

Some developments may be exempt from payment of contributions including community and social facilities developments. The Councils reserve the right to alter the amount of contributions, may set a time limit within which contributions must be paid and may allow

payment on an instalment basis where appropriate. The schedule of contributions are set out in the Development Contribution Scheme.

Bonds & Development Deposits

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