

Introduction to Town Centre

Wexford Town Centre is the administrative, retail and business capital of County Wexford. Wexford Town Centre has a well defined structure which is focused on a central spine in the form of Main Street with a series of radial lanes and side streets linking down to the waterfront and upwards to High Street and the ecclesiastic quarter.

There are many aspects present in the town centre which are unique to Wexford Town. The town centre has the benefit of an existing base of parks/squares. Examples include Redmond Square, The Bull Ring and Selskar Square (under development). In addition to this, there are large public spaces where car parking is prevalent, i.e. High Street, The Faythe and Wellington Place.

As well as the abundance of public parks and squares the character of the town centre with regard to its historical structure is very unique, for example many of the numerous lanes in the town remain underdeveloped and, consequently, underutilized. As a result of the underdevelopment, some of the lanes are not as secure, accessible or as attractive as they could be. Many of the lanes offer the opportunity to connect public spaces within the town. This is particularly evident in the links to/from the main street to the quays/waterfront. Good examples of this are Roman Lane, Keyser's Lane and Harper's Lane. These lanes offer opportunities for secure/safe linkages between established public spaces as well as being developed in their own right and enhancing the entire public realm.

There are development opportunities throughout the town centre in areas on or in proximity to public parks/squares, the graveyards, the town wall, the numerous lanes, and along the waterfront where it will be possible to develop/enhance the public realm as well as fully realize the development potential of buildings/sites. In the context of the strategic aim of this Plan, this can be achieved in tandem with protecting and preserving the town's intrinsic character, heritage and amenity whilst making a positive contribution to an improvement in the quality of life for people living in and visiting Wexford Town.

Constraints / Opportunities

The following sections focus on the constraints and opportunities of each of the main areas within the town centre.

1. 1798 Street & Redmond Road

Current Use - Existing residential, post office yard, garage and wide roadside verge.

Site opportunity to create a strong roadside, town centre development with corner gateway building at the junction with Redmond Road & 1798 Street. Dependant on agreement with the occupiers of the dwellings on the site and any new buildings would have to take account of the transition zone between the commercial and residential districts.

2. Slaney Street, Westgate/Backlands Dunnes Stores

Current Use - Part infill, part backland site containing 2 storey dwellings, industrial sheds and surface car park.

Subject to careful design adjacent to Protected Structures, this site could provide 3 to 4 floors of mixed use/retail development adjacent to Dunnes Stores. Development over lane may be permitted if pedestrian linkages are retained between Westgate and Dunnes car park.

3. Redmond Road, Railway Lands, Wellington Place

Current Use - Car Parks, cinema, railway sidings and station, riverside lands, industrial units, library.

Large land holding partly used offer the opportunity for significant riverside development along Redmond Road and over the mainline. Adjacent lands to Wellington Place could also be considered with these lands or for separate development. Multi storey car parking would be required but significant development opportunity exists for retail, office and residential use. Heights of 5/6 storeys, or taller towers may be suitable on the railway lands, subject to visual assessment.

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This land falls within a very important vehicular circulation route for the town. The development of these lands may require additional road reservations to provide 3 lanes. There are no constraining issues to prevent re-routing of sections of the public road in this area.

The expansion of the public realm along the banks of the River Slaney will be a major objective for the Council in any plans for development of the Railway lands.

4. Commercial Quay / Opposite Wexford Bridge

Current Use - Car Parking - Bank / Retail / Community

This site has large street frontage along the quay and connection to Charlotte Street located to the rear of properties on North Main Street.

A mixture of uses would be acceptable but this site could significantly enhance the core retail area of the town centre.

Given the sites prominent position at the end of the bridge of the buildings will have to be of the highest quality. Any new buildings must respect the plot sizes of the adjoining buildings and should display strong vertical emphasis based on these plots. The heights of the roofs must be varied along the Quay and within the site.

Access to this site for car parking and servicing is difficult and any solutions will have to ensure that there is no negative impact on the junction with Wexford Bridge.

5. Georges Street Lower

Former Entrance to Whites Hotel

This site remains vacant but offers a variety of opportunities. Whilst the design will have to respect plot sizes and heights of the adjoining buildings, there is an opportunity to raise the height towards the rear of the site adjacent to the Hotel. Such a development must provide a visual assessment of the roofscapes when viewed from the Wexford Bridge.

6. Commercial Quay / Bullring / ESB Yard

Current Use – Car Parking, ESB Yard, Public House, Retail

Adjacent to Shaws, located to the rear of Boots this site offers the opportunity for a mixture of uses. With frontage onto Commercial Quay a very high architectural standard is required. Lack of access onto North Main Street does reduce attractiveness for retail uses but with co-operation with Shaws & Boots linkages through the stores could be created. Pedestrian links can also be provided for through the Bull Ring and adjacent to the Halifax Bank. There is potential to create a new street/line through this site for pedestrians. However the position and shape of the site do not provide easy servicing or parking opportunities.

Plot sizes on the Quay must be respected and building heights must be varied (4-6 storeys).

7. Wrens Nest, Custom House Quay

Current Use - Public House / Out Buildings.

A relatively small site, this land sits between the Quay and the Supervalu car park. With major redevelopments completing around this car park, the Wrens Nest is an important site front and rear. Whilst pedestrian linkages should be retained along the side of the building, a total redevelopment of the site for 4 storeys (and pent house level) should be encouraged to complete the enclosure of the car park.

8. Anne Street

Current Use - Vacant Site, Vacant building (Joyces).

Redevelopment of large sections of the northern side of the street would provide for an expansion of the core retail area. Existing lane must however remain as open air access.

9. School Street / Mary Street

Current Use - Builders Yard, Printers, Car parking, Office Supplies, Offices, Dwellings.
Part of the site located to the rear of the People News Paper.

Offices with frontage onto Mary Street, this site could be developed to utilise its town centre location. The redevelopment of the site will be important in providing enclosure to the street and opening access and views along the Town wall.

The Southern element of this site fronts on to School lane and forms a pinch point in the road. Whilst the building line of the mill should be retained, replacement buildings could improve pedestrian access and provide rear access to the Town Wall. New development in this area should address the Town Wall by providing dual aspect to the Wall and School Street.

10. Mary's Lane & Bride Street

Current Use - Mill / Store building, Vacant Site

Opportunity to develop mixed use developments (incl. residential, retail, café/bar) at the mill buildings on Peter Street and vacant site on Bride Street (rear of Colman Doyle's, 96-98 South Main Street) such developments would have to respect and enclose the existing lane width.

This would be difficult on the southern aspect due to the position of the existing dwellings in the area.

New development must provide surveillance but measures may be required to prevent anti-social behaviour developing at night. Retail at ground floor level will be sought at Bride Street to extend the core shopping area.

11. Rope Walk Yard, Stonebridge Lane

Current Use - Car Park, Retail, Town Wall

Large backland site on two levels with the Town Wall dissecting the site running north to south, with access from Bride Street, King Street and South Main Street via Stonebridge Lane.

The western boundary of the site is bounded by Bride Street Church and Convent. These buildings are strong landmarks and dominate the site. New development on these lands should maximise these views.

All development will have to respect the setting of the Town Wall and the existing permeability through the site should also be retained.

Redevelopment of the site could also incorporate adjoining properties on King Street if they became available.

12. Crescent Quay / Oyster Lane

Current Use - Vacant - former Tesco/Crazy Prices site - Car Park

Major opportunity site for retail and mixed use. Possible location for new land mark building on the southern side of Crescent Quay. The development of this site and adjoining site to the south of Oyster Lane forms an important link in the retail core between North and South Main Street. The planning Authority will consider proposals to demolish buildings on South Main Street in order to increase permeability by providing a new link with this site and the South Main Street. The development of this site is important in tying Trinity Wharf into the existing retail core.

13. Trinity Street

A number of sites exists that offer development and redevelopment opportunities. Existing lanes such as Sinnott Place, Slaughterhouse Lane could see redevelopment of 3-4 storeys to create and enhance pedestrian routes from South Main Street to Trinity Wharf.

Redevelopment opportunities could include the Talbot Hotel car park, Wexford Building Supplies, Trinity Hire and redevelopment of garages and warehouses to town centre retailing. The Council will

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consider the development potential of lands which are currently located within the SAC / SPA, but which may be suitable for future development subject to agreement with the Dept of Environment, the National Park & Wildlife Service and Dept of the Marine.

If sites become available new buildings of 5-6 storeys could be developed along this road. Whilst this may not happen in the lifetime of the Plan there is a long term objective to expand the town centre retail core from South Main Street to the Trinity Wharf site.

14. Parnell Street

Current Use – Vacant Site from Wexford Farmers Co-op

Suitable site for high density residential development, subject to parking provision on site. Development on these lands should have regard to Department of Environment, Heritage and Local Government Guidelines in Apartments and Sustainable Residential Developments in Urban Areas.

15. Mulgannon Road, The Faythe

Current Use - Grain Stores, Vacant lands

Located between Cromwell's Fort and the Faythe is a large site suitable for a number of uses along Mulgannon Road but should be predominantly developed for residential use.

The existing grain stores to the north of the site are 3-4 storeys tall. This is the lowest part of the site which rises to the south towards the Trespan Rocks Park.

Any development of the site must retain pedestrian linkage from Mulgannon Road to Trespan Rocks Park.

16. Wygram Place / Davitt Road

Backlands adjacent to recent residential apartment development. Large backland sites which could also include buildings on Mannix Place should they become available. Access can only be provided from Davitt Road and any new development must respect the adjoining dwellings.

17. Hill Street

Current Use - Car Park

Site opposite County Hall rear entrance on Hill Street, used as overflow temporary car park.





The site is bounded to the north and south by residential dwellings and Redmond Park on its western boundary. The site could be extended to include properties on Spawell Road if they were to become available.

Given the location in the transition between the commercial and residential districts in the town, residential or office use would be acceptable. Higher density may be suitable subject to assessment on the impact on the adjoining residential properties.

Requirement for Phased Future Development

Subject to compliance with the above opportunity sites, there are no restrictions on the phasing of future developments.

MAP LEGEND

-  **Zone Boundary**
-  **Special Area of Conservation**
-  **National Heritage Area**
-  **Special Protection Area**



Wexford Town and Environs Zoning

-  Residential Medium
-  Residential Low
-  Residential Super Low
-  Mixed Use Residential
-  Open Space and Amenity
-  Landscape Zone
-  Neighbourhood Centre / Mixed Use
-  District Centre / Mixed Use
-  Commercial / Mixed Use
-  Community
-  Industrial
-  Transition Zone
-  Retail Park / Bulky Goods
-  Town Centre - Retail Core
-  Town Centre
-  Road Reservation
-  Long Term Development

Walkways

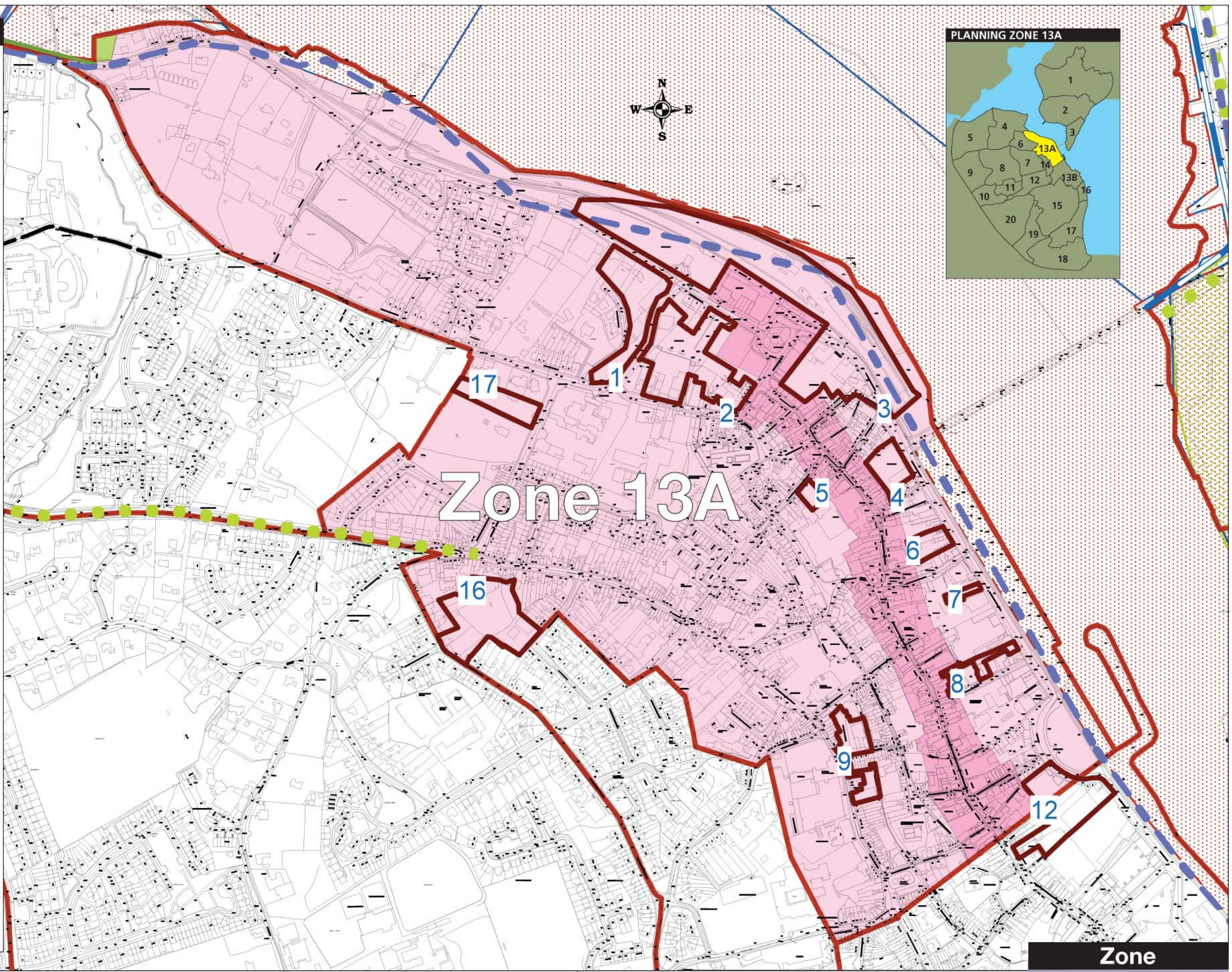
-  Coastal Walk
-  Walkway

Symbols

-  Landmark Site
-  Gateway Site
-  Junction Improvement

Link Roads

-  Radial Policy
-  Proposed Bridge
-  Orbital Inner Route T8
-  Road Improvements
-  New Entrance
-  Developer Lead Road
-  Road Upgrade



Zone

13A



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TITLE
Zone 13A: Town Centre

MAP NO.
13A

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Map 13A - Main Areas





1. 1798 Street and Redmond Road
2. Slaney Street, Westgate / Backlands Dunnes Stores
3. Redmond Road, Railway Lands, Wellington Place
4. Commercial Quay / Opposite Wexford Bridge
5. Georges Street Lower
6. Commercial Quay / Bullring / ESB Yard
7. Wren's Nest, Custom House Quay
8. Anne Street
9. School Street / Mary Street
12. Crescent Quay / Oyster Lane
16. Wygram Place / Davitt Road
17. Hill Street



Map 13A: Zone 13A: Town Centre



MAP LEGEND

-  **Zone Boundary**
-  **Special Area of Conservation**
-  **National Heritage Area**
-  **Special Protection Area**



Wexford Town and Environs Zoning

-  Residential Medium
-  Residential Low
-  Residential Super Low
-  Mixed Use Residential
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-  Neighbourhood Centre / Mixed Use
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-  Industrial
-  Transition Zone
-  Retail Park / Bulky Goods
-  Town Centre - Retail Core
-  Town Centre
-  Road Reservation
-  Long Term Development




Walkways

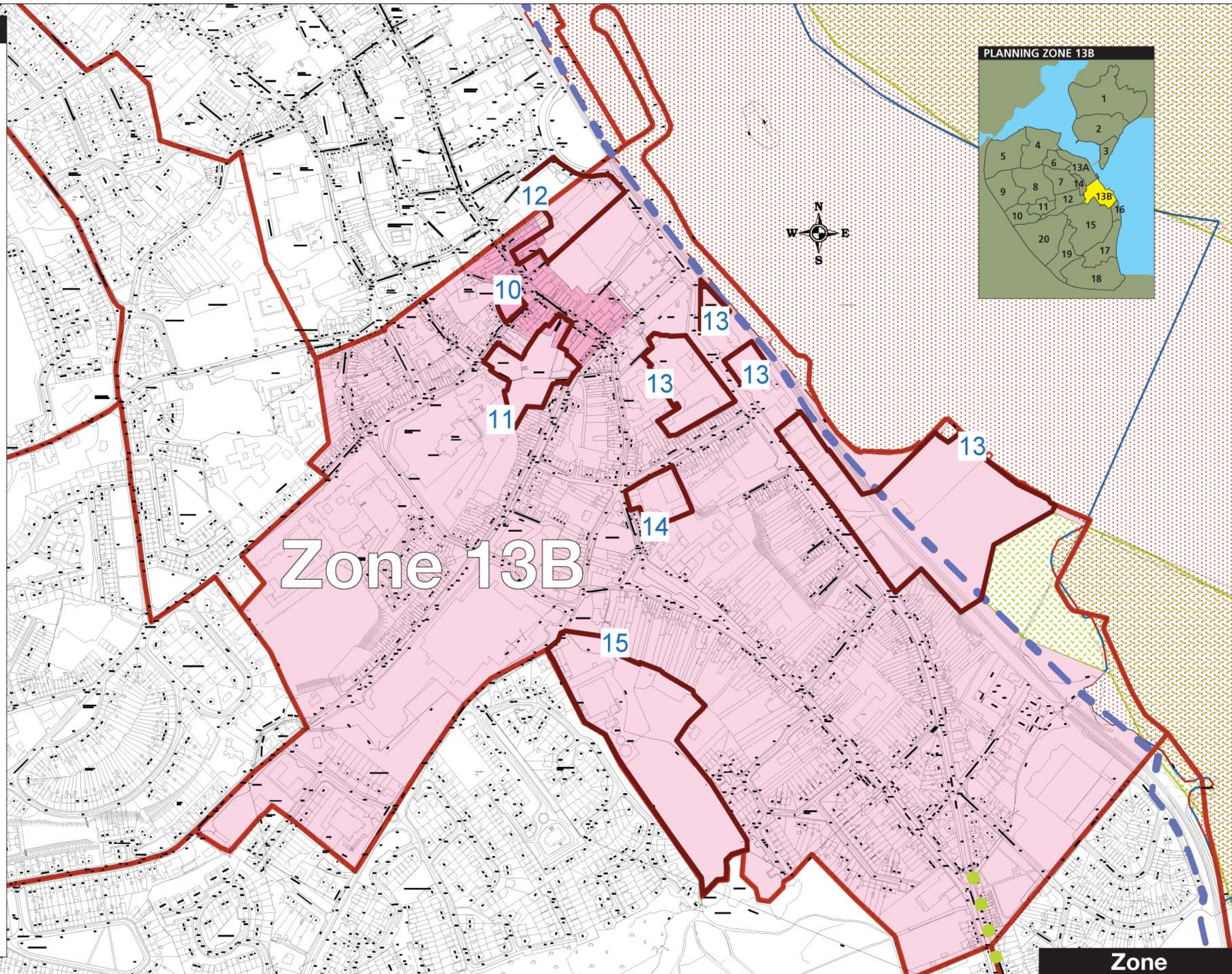
-  Coastal Walk
-  Walkway

Symbols

-  Landmark Site
-  Gateway Site
-  Junction Improvement

Link Roads

-  Radial Policy
-  Proposed Bridge
-  Orbital Inner Route T8
-  Road Improvements
-  New Entrance
-  Developer Lead Road
-  Road Upgrade



Zone

13B



Wexford Town and Environs Development Plan 2009 - 2015

TITLE
Zone 13B: Town Centre

MAP NO.
13B

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Map 13B - Main Areas

- 10. Mary's Lane & Bride Street
- 11. Rope Walk Yard, Stonebridge Lane
- 12. Crescent Quay / Oyster Lane
- 13. Trinity Street
- 14. Parnell Street
- 15. Mulgannon Road, The Faythe



Map 13B: Zone 13B: Town Centre

