

APPENDIX 4

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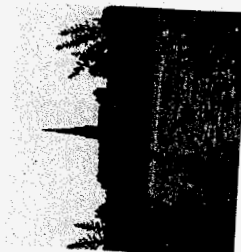
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ADR
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CARCUR - PARK, ACTION AREA PLAN

May 2003



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Carcur – Park, Action Area Plan

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1.0 Introduction

Murray O'Laoire Architects have been commissioned by Cement Roadstone Holdings in association with Wexford County Council to prepare an Action Area Plan for lands in the townlands of Carcur and Park, in Wexford town. Additional consultation and advice has been provided by Malone O'Regan Consulting Engineers.

The Action Area Plan will:

- i) Assess the current site conditions and assess the best potential use of the lands in the present context of Wexford town and the landscape of the lower Slaney valley.

- ii) Explore the Rehabilitation of lands contaminated by previous and current usage, incompatible with the sensitive physical geography of the area.

- iii) Establish an Urban Design Framework within which the lands can be developed in a sustainable manner. That is of amenity and benefit to the town of Wexford and consistent with local and national planning policies. A framework that will shape the construction of a new livable neighbourhood stitched into the physical and social fabric of the town.

- iv) Prescribe necessary development guideline to ensure acceptable standards and protect the greater public interest.

The Action Area Plan consists of the following written report and associated drawings, diagrams and images included herein.

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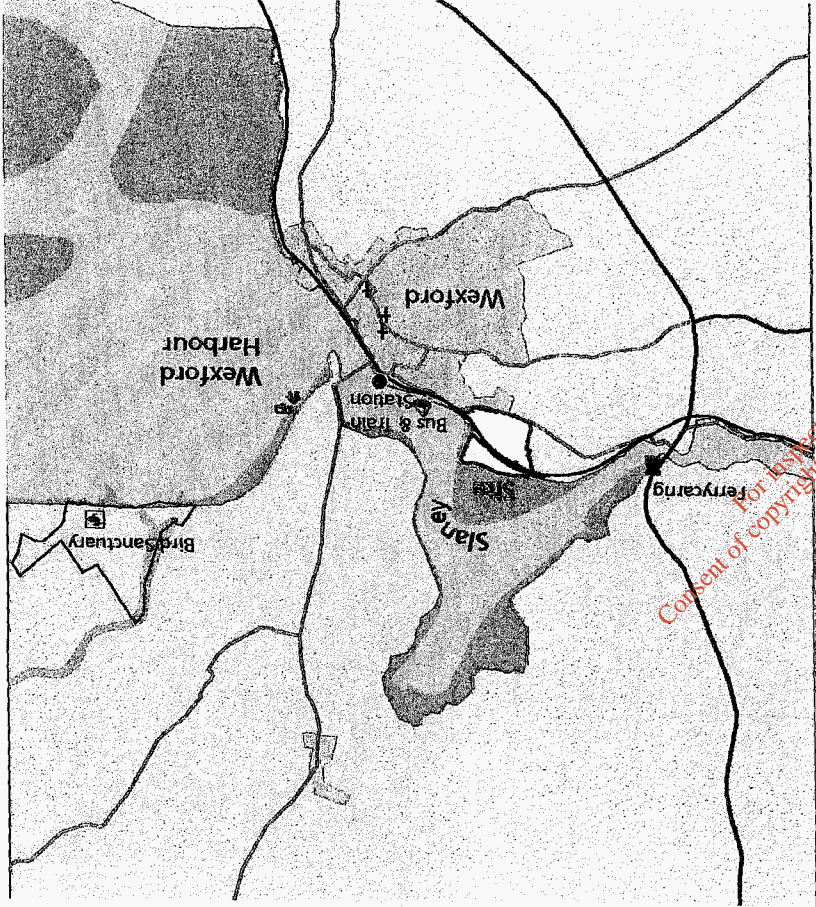


Fig. 1.1 - Regional Context

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2.0 Context

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2.1 Regional Context

The study area situated in the townlands of Carcur and Park in the county of Wexford. Located on the banks of the river Slaney in its lower course, where it flows into Wexford Harbour. The Slaney rises in the mountains of east Wicklow and flows through counties Carlow and Wexford on its course to the Irish Sea. A river engrained in the cultural identity of Wexford, immortalised in the words of the ballad 'Slaney Valley'.

2.2 Local Context

The study area is located immediately north of Wexford Town. Wexford is the largest town in the county, home to a population of over 16,280 (1996 census) and the headquarters of Wexford County Council.

The study area is only accessible from the R730 (Redmond) road, the R730 runs from Wexford town to the N11 bridge at Ferrycarrig.

The lands are approximately a twenty minute walk from the train and bus station in Wexford town.

The study area is bisected by the Dublin –Wexford railway line that bisects the site east-west. The Slaney river defines the northern boundary of the study area. There are clear views from the lands north across the Slaney and east towards Ferrybank, Wexford Bridge and Wexford town.

2.3 Planning Context

The study area falls within the Wexford Town and Environs Development Plan 2002, as prepared by Wexford County Council

2.3.1 National Spatial Strategy

Wexford town is designated a *Hub* in the National Spatial Strategy 2002-2020, supporting the international gateway of Waterford, in the south east region.

The National Spatial Strategy states that:

To act in their roles as hubs and taking account of local circumstances, towns which are of now substantially below 10,000 would need to grow to a population range of 15,000-20,000 persons in the years to 2020 and beyond. Hubs or linked hubs already at or above 10,000 would need to grow to a population of 30,000 persons or more in the years to 2020 and beyond.

In the light of the National Spatial Strategy it would seem Wexford will continue to experience high levels of development pressure in the short and medium term with demands for new housing, community facilities and commercial activities.

2.3.2 Zoning

The study area is within the *Development Zone* of the Wexford Town and Environs Development Plan 2002, as outlined in figure 1 of that document.

The study area is currently zoned OS; to provide for recreation, amenity and/or open space (see fig. 11.0), except for an area of land fronting Redmond road (R 730) between the two access roads which is zoned; to provide for and protect residential amenities (R2).

2.3.3 Objectives

The Wexford Town and Environs Development Plan 2002, includes for the following objectives, relevant to the study area (see fig.12.0).

- Consent of copyright owner required for any other use.
- A1 Public Park
Develop 'semi-natural' park on old tip, with tree planting, walkways, seating and public art 'focal point'.
(See Wexford Town and Environs Development Plan, p. 36)
 - A7 Linear Parks
Reserve where practicable a system of linear parks along all waterfront areas to include lakes, coastal lands and stream corridors. To include:
 - Farnogue stream from Newtown Road to Carcur and Farnogue Terrace.
 - Stream running from Carricklawn, from Newtown Road to Carcur.
 - Pedestrian access from Wexford Bridge to Carcur.(See Wexford Town and Environs Development Plan, p. 36)
 - A10 Tree Preservation Orders
(See Wexford town and Environs Development Plan, p. 37)
 - E6 Protection of Natural Drainage systems (see Wexford Town and Environs Development Plan, p. 60).
 - E7 'Green Recycling Systems'
Provide a facility in the vicinity of Carcur, to provide for the disposal of hedge clippings, tree trimming and other organic material (see Wexford Town and Environs Development Plan, p. 60).

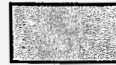
Land Use Zoning

As per Wexford Town and Environs
Development Plan 2002

To provide for recreation,
amenity and/or open space



To provide for low
Residential Densities (R1)



To provide for and protect
Residential Amenities (R2)



Objectives

A1 Public Park

Develop 'semi-natural' park on old tip

A7 Linear Parks

System of linear parks along all waterfront
areas to include lakes, coastal lands and
stream corridors. To Include: Pedestrian access
from Wexford Bridge to Carcur.

A10 Proposed Tree Preservation Orders

E6 Protection of Natural Drainage systems

E7 'Green Recycling Systems'
To provide for the disposal of hedge clippings,
tree trimming and other organic material.

H8 Group Housing Scheme

**R1 Accommodate occasional Entertainment
Activities such as Circus, Carnivals &c.**

T2 Improve Key Radial routes.

T4 Inner Relief Rd. - northern extension.

T5 New Road access and road reservation.

T7 Reserve Link Route.

Fig. 2.1 - Current Land-use zoning

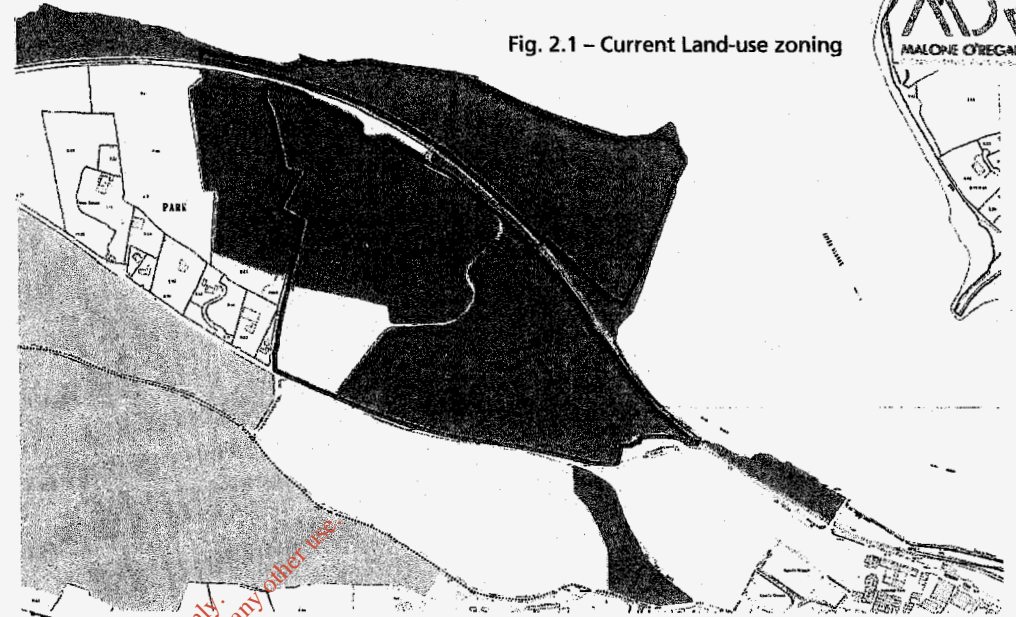
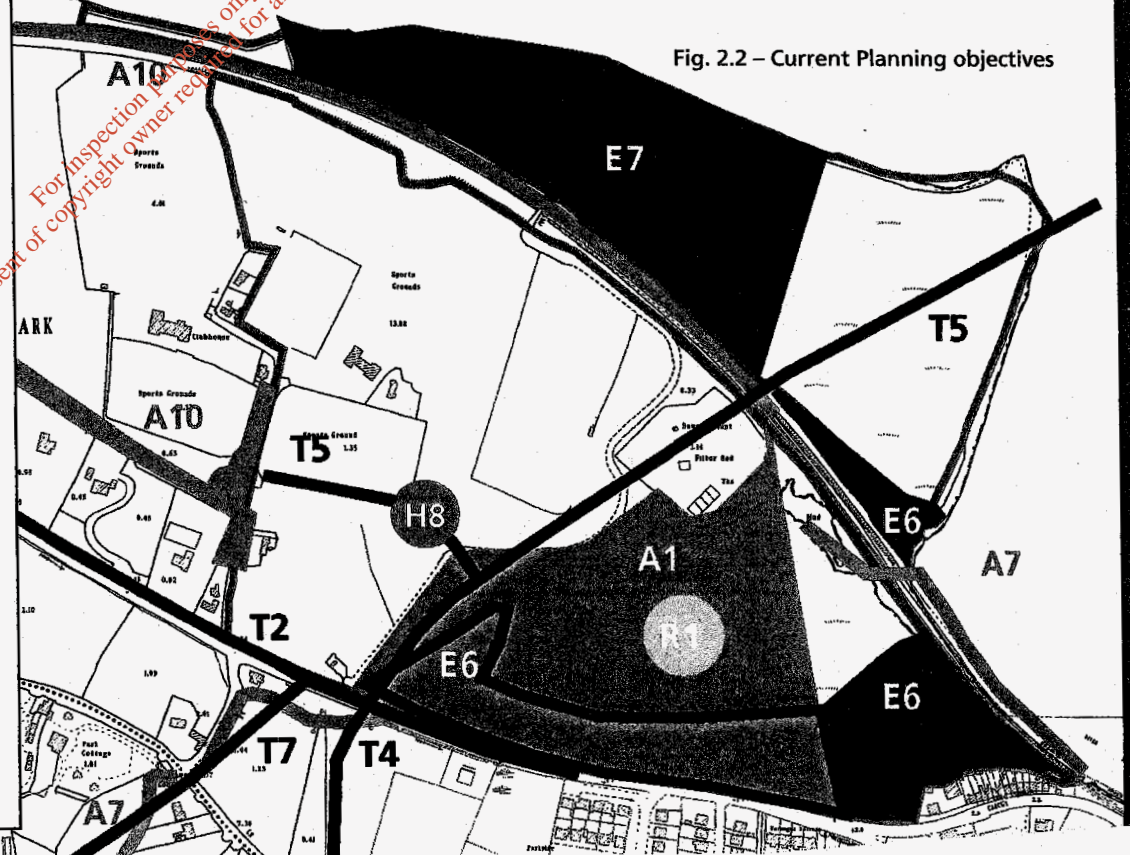


Fig. 2.2 - Current Planning objectives



Carcur = Park, - Action Area Plan

- H8 Group Housing Scheme
Provide a group-housing scheme at Carcur to facilitate the existing traveller families at that location (see Wexford Town and Environs Development Plan, p. 32).
- R1 Accommodate occasional Entertainment Activities
Such as Circus, Carnivals, Travelling Amusements, Music Concerts (see Wexford Town and Environs Development Plan, p. 48).
- T2 Improve Key Radial routes, including upgrading of junctions (see Wexford Town and Environs Development Plan, p. 20).
- T4 Complete the northern extension of the inner relief road between Newtown Rd and Enniscorthy Rd (see Wexford Town and Environs Development Plan, p. 20).
- T5 New Road access and road reservation, provide new road off Enniscorthy road to facilitate sporting developments at Carcur and Park and reserve lands for possible bridge crossing of the Slaney. (see Wexford Town and Environs Development Plan, p. 21).
- T7 Reserve link route, reserve a link route from Enniscorthy road to the Newtown Road (see Wexford Town and Environs Development Plan, p. 21).

2.3.4 Residential Density Guidelines

The Wexford Town and Environs Development Plan contains residential guidelines for three zoning objectives; R1, R2 and R3. Table 1.0 summarises the permissible densities for each zoning.

Table 1.0 Density

	Bedspaces/acre	Units/Per Acre Assuming average of 5 bedspaces/unit	Units/Per Hectare Assuming average of 5 bedspaces/unit
R1 – to provide for low residential densities	24 max	4.8 max	12 max.
R2 – to provide for and protect residential amenities	24 min.	15 min.	15 min.
R3 – to provide for medium residential densities	75 min.	15 min.	37.5 min.

Table 2.0 Private Open Space/per unit

	M.sq
Low Density Residential (R1 zone)	75
Low Density (R2 zone)	60
Medium Density (R3 zone)	60

- Minimum distance between bedroom windows of back to back facing dwellings: 15 metres
- Minimum distance between gable ends of detached houses, semidetached houses and end of terrace houses: 2.3 metres

2.3.5 Environmental designations

A small portion of the study area is part of the Slaney Valley (NHA) and the boundary of NHA area adjoins the northern boundary of the study area. The Slaney River Valley is also designated as a Special Area of Conservation (SAC).

The study area is also proximal to the Wexford Slobs and Harbour (NHA) and the Wexford Harbour, Special Protection Area (see appendix 9.3).

2.3.6 Indicative EIA

Planning applications for major redevelopment of the subject lands may require an Environmental Impact Statement. Such an environmental impact statement should address the following:

- Air
- Archaeology
- Ecology; to include vegetation and wildlife survey
- Human Beings; impact on population, employment and community aspects
- Infrastructure; water, foul sewer, electricity, gas and telecommunications.
- Landscape character and visual impact
- Noise
- Soil: removal, stockpiling and reinstatement
- Water: drainage and water supply. Potential risk from flooding
- Traffic

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Carcur – Park, Action Area Plan

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2.4 Land ownership

The lands within the study area are owned by a combination of individuals, public authorities, commercial companies and trustees.

All the lands within the study area north of the rail-line are owned by Cement Roadstone Holdings, a public limited company.

The playing fields used by the GAA clubs are under six named owners: Dr. Curtis, Mr. Golden, Mr. Brady, Mr. Roice, Mr. Wickham, Mr. Delaney.

The land adjoining Redmond Rd between the two existing access roads is owned by Wexford County Council.

The lands east of the unsealed access road are predominantly owned by Wexford County Council (or owned by the Dept. of Enterprise and Employment and leased to Wexford County Council).

Title to some of the lands along the Wexford-Dublin rail-line is unregistered.

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Slaney Valley NHA



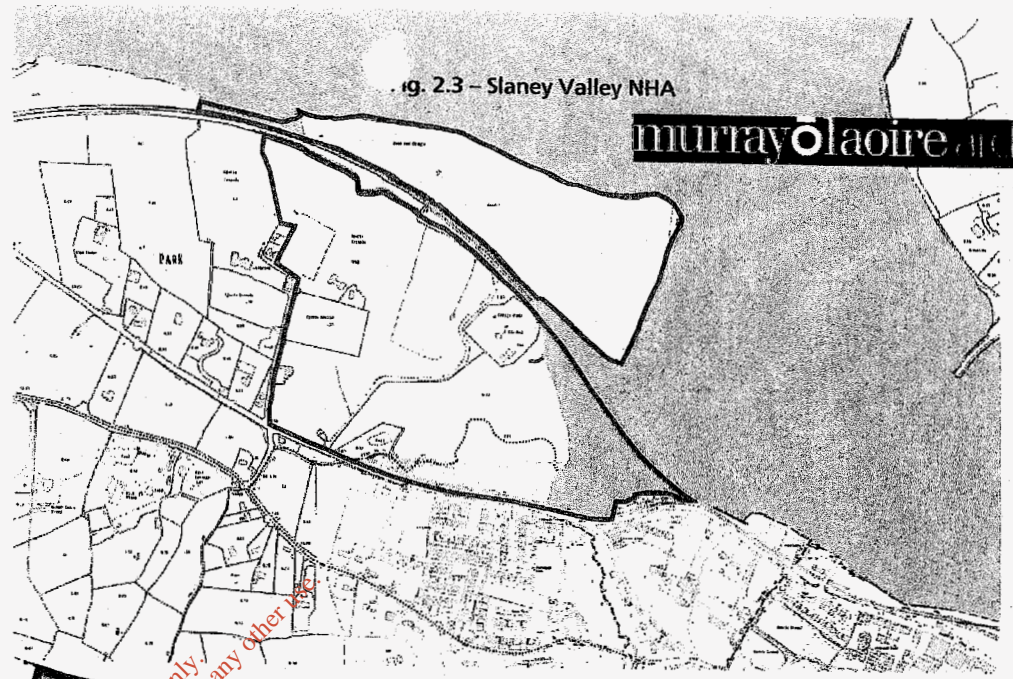
- Extent of lands contained within the Slaney Valley - Natural Heritage Area 
- Action Area Plan boundary 

Fig. 2.3 - Slaney Valley NHA

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Major Land Interests





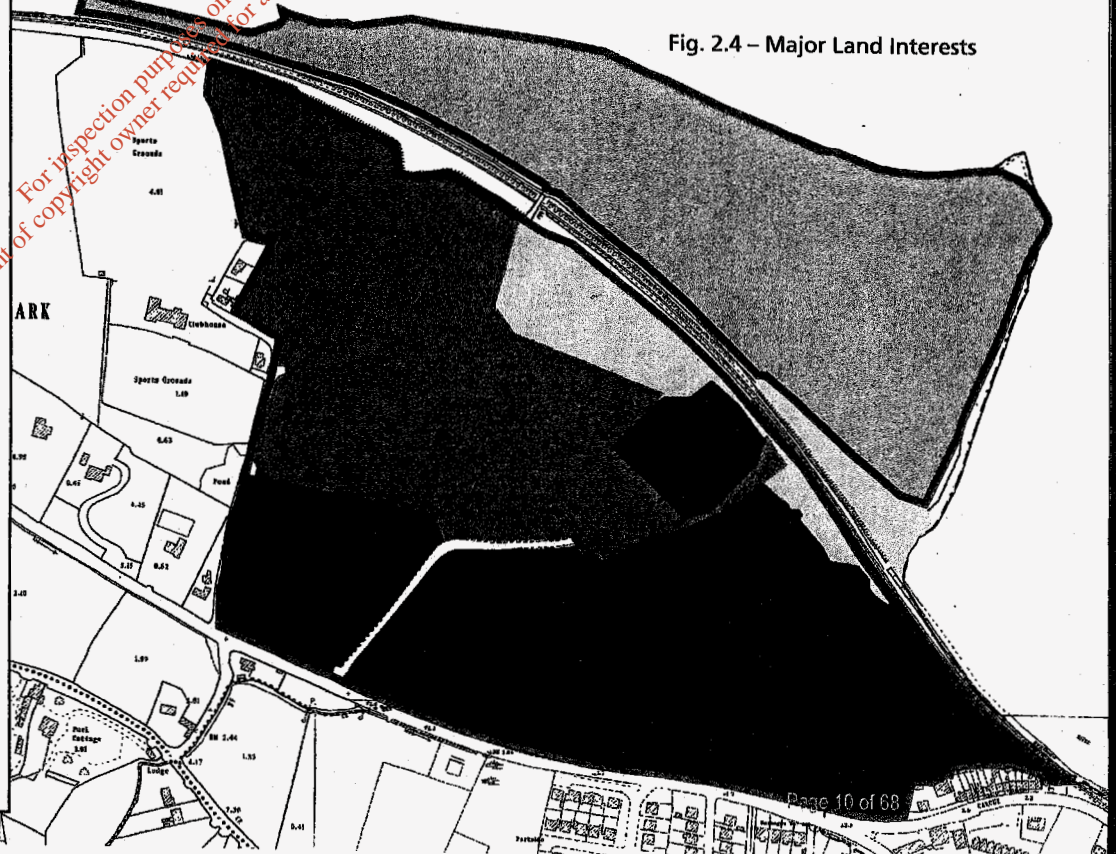
- Cement Roadstone Holdings 
- Wexford County Council 
- Local GAA clubs 
- Unregistered Land 

Fig. 2.4 - Major Land Interests



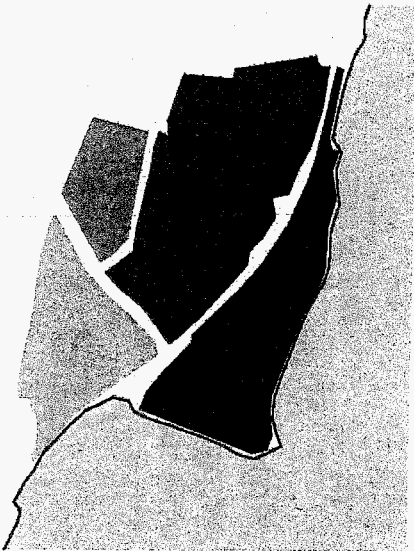
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3.0 Carcur – Park, Urban Design Framework

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3.1 OBJECTIVE

The objective of the Action Area Plan is to establish an Urban Design Framework for the future of the Carcur Park area. A Framework within which the study area can be developed in an ordered sustainable manner, without compromising the environmental quality of the locale or the quality of life enjoyed by the residents of Wexford town and its surrounds.

3.2 CONCEPTUALISATION

Green Ribbons and Neighbourhoods

The study area is imagined as two new neighbourhoods north and south of a green ribbon. The green ribbon will flow from Wexford town to the valley landscape of the Slaney.

The green ribbon is an ecological corridor of 'cultivated wilderness' and patches of 'manicured landscape' with recreational and sports attractions for Wexford town

Connections

Critical to good urban design is a network of strong connections and linkages between places. Connections to allow movement and provide legibility at the larger scale of the urban landscape.

A series of critical connections are proposed to integrate the study area with the urban context of Wexford town and the rural hinterland. To interconnect all parts of the study area as an urban body.

The waterfront promenade will open up the waters edge to public access, a place to stroll, a place to linger. A green route from Wexford town.

The wildlife corridor following the Wexford – Dublin rail-line will connect the wetlands at Carcur with the Slaney Valley via a complex of hedgerows.

A series of skeletal connections will cross the study area. Plugging into the urban tissue of Wexford town. Creating linkages from Redmond road through to the Slaney. Connecting together the patches and segments of the study area.

3.3 ACCESS

A new access road from Redmond rd will service the study area. The existing access roads are inadequate for future need and have inefficient alignments. The existing bridge connection to lands north of the rail-line will not be capable of accommodating a link road and so a new bridge will be required.

The design of the new access road is intended to facilitate the objectives as stated in the Wexford Town and Environs Development Plan 2002.

The alignment of the access road leaves open the potential for a new bridge over the river (objective T5) and access to a site designated for Sheltered Housing (objective H8). The proposed junction with Redmond Rd can facilitate and interconnect the proposed North Extension of the inner relief road (objective T4) and the Link Route from the Enniscorthy Rd to Newton Rd (objective T7).

On the completion of the new access road it may be possible and desirable to then close to vehicular traffic the existing access road linking Redmond Rd and the rugby club and the existing service road into the subject lands.

The new access road will also incorporate Bicycle and pedestrian paths. Another road will branch off the access road to serve a new neighbourhood and the local GAA and rugby clubs. The access road will open onto Redmond Rd at a new junction.

The existing bridge over the rail-line will be retained and adapted for use as pedestrian and cycle access. The existing bridge will also be adapted for use by emergency vehicles; fire and ambulance.

A finer mesh of pedestrian and bike will criss-cross the study area, linking all its parts and stitching the study area into the fabric of Wexford town.

3.4 PRECINCTS

For the Purpose of this Action Area Plan, the study area has been sub-divided into four precincts. Each of these precincts will be addressed individually in the subsequent sections of this document.

A summary of the four precincts is provided below:

- 1) Somers' Point

Land currently under the ownership of Cement Roadstone Holdings with strong potential for development as a residential neighbourhood, with a village square. Maintaining a waterfront amenity corridor and green spaces designed to incorporate existing ponds and wetland areas and provide on site attenuation of stormwater run-off.

- 2) Park Lane

Lands under the ownership of Wexford County Council, most of which are currently zoned for Residential. This precinct will be designed as a mixed residential area, to include sheltered housing for six traveller families and medium density residential for private sale.

Imagining as...

A Green Ribbon of Parkland and Ecology linking Wexford town and the Slaney Valley



New neighbourhoods
Built environments of the highest quality - sustainable and livable

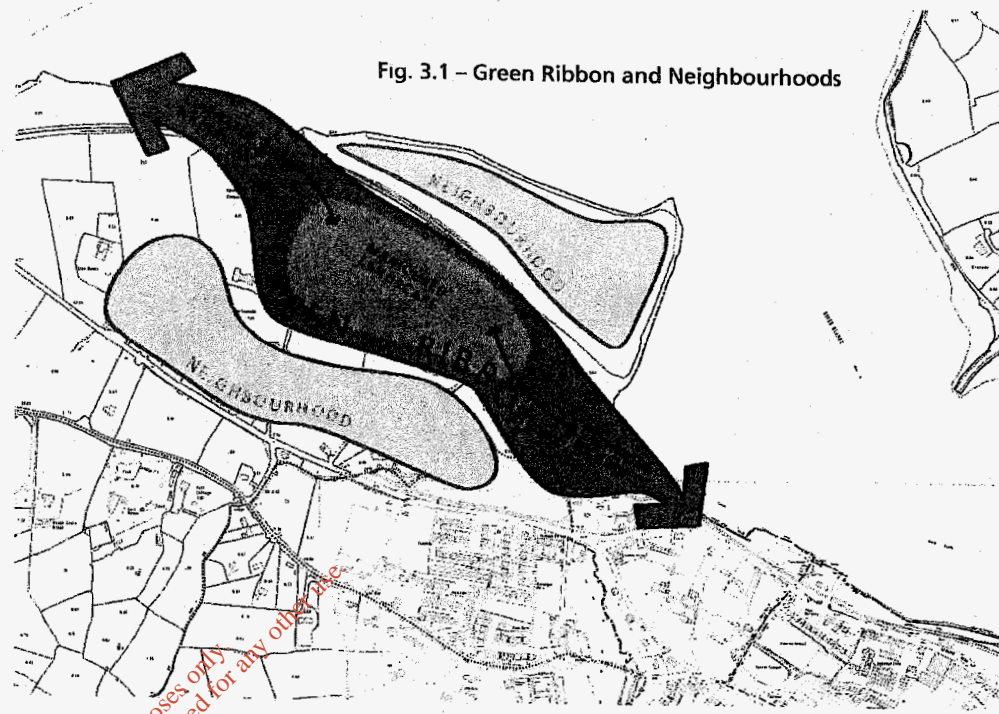
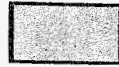


Fig. 3.1 – Green Ribbon and Neighbourhoods

Connecting

Waterfront Promenade



Wildlife corridor along rail-line



Skeleton connecting Park-Carcur with the urban body of Wexford town

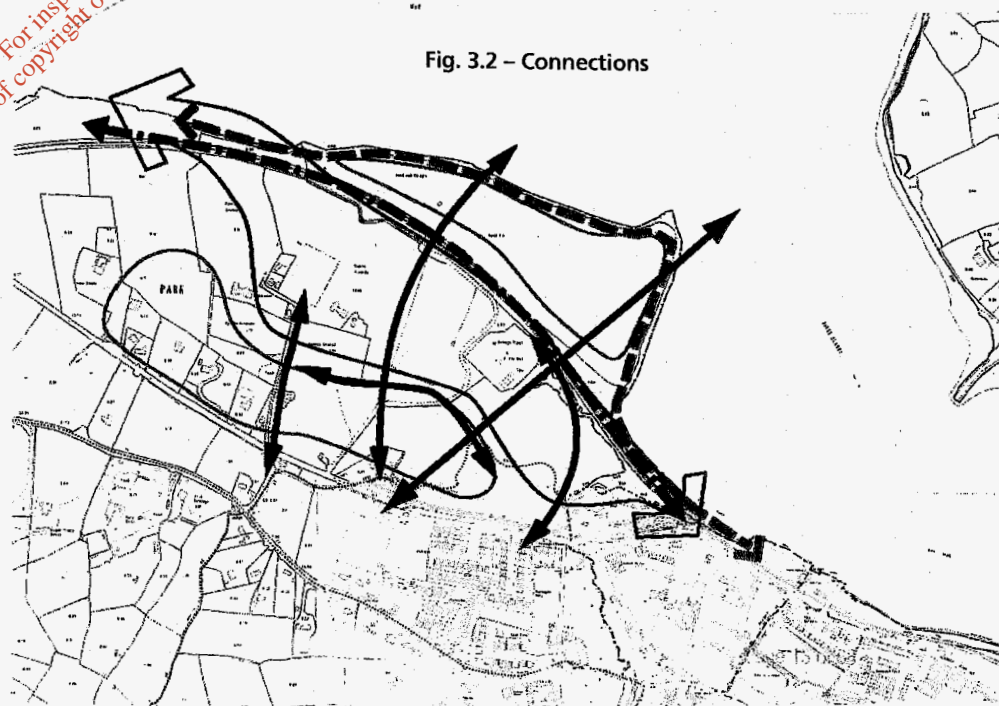
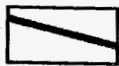


Fig. 3.2 – Connections

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Carcur – Park, Action Area Plan

3) Carcur

Consists of lands some of which are currently owned by Wexford County Council, others which are unregistered and some owned by private individuals. These lands

include the flood plain of two streams as they make their way into Wexford Harbour and the site of a now disused landfill.

The Wexford – Dublin rail-line defines the northern end of the site. A portion of the site forms part of the Slaney Valley NHA.

Much of the land is tidal mudflat. Land with limited development potential but of significant amenity and ecological value.

The Action Area Plan will explore the potential for the development of this precinct as an eco-park (ecologically sensitive park) with the possibility of associated sports facilities and/or play areas.

4) Park Field

The Sports Fields precinct is currently under the ownership of trustees and is home to two GAA clubs. It is anticipated that this area will remain largely unchanged, except for the potential redevelopment of the to be decommissioned treatment works as a community centre with sports and social facilities.

3.5 Masterplan

A Masterplan of the entire Action Area Plan is illustrated in figure 3.5 showing the proposals for all four precincts together. For further elaboration on the content of the Masterplan refer to the subsequent individual sections on each precinct.

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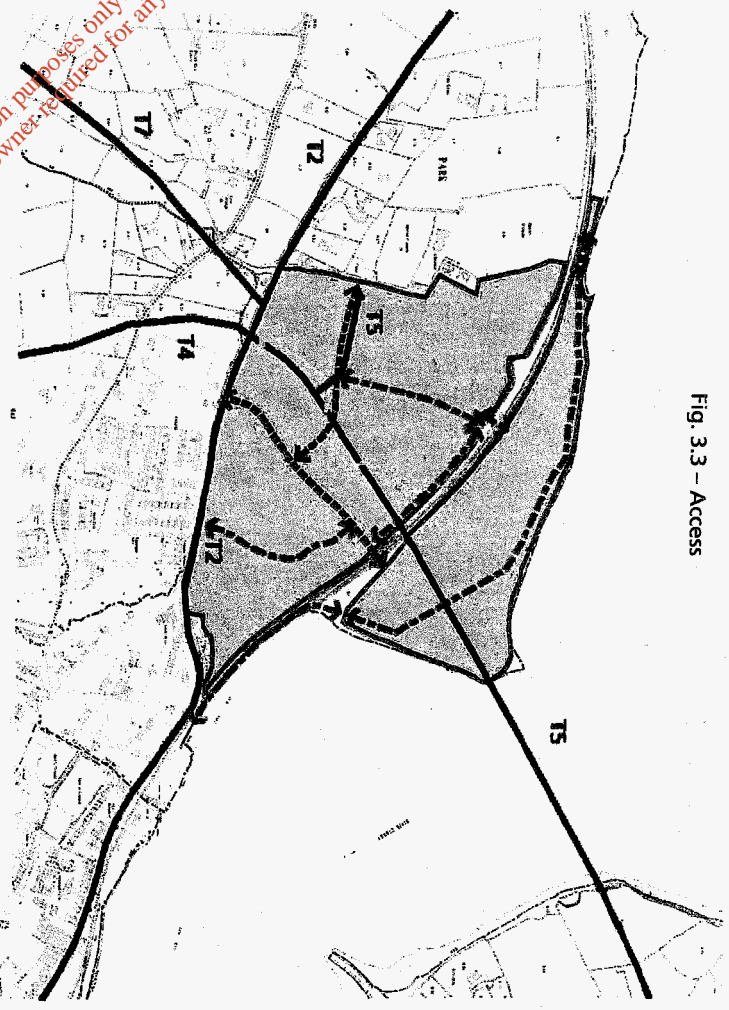
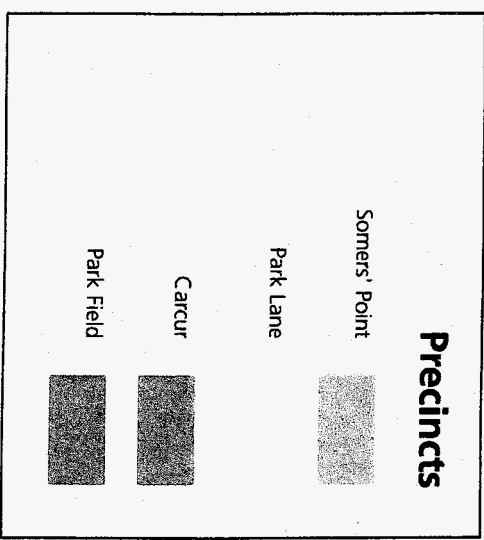
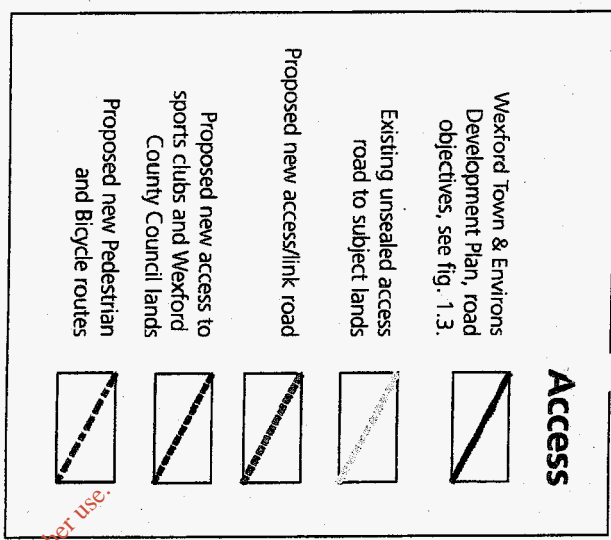


Fig. 3.3 - Access

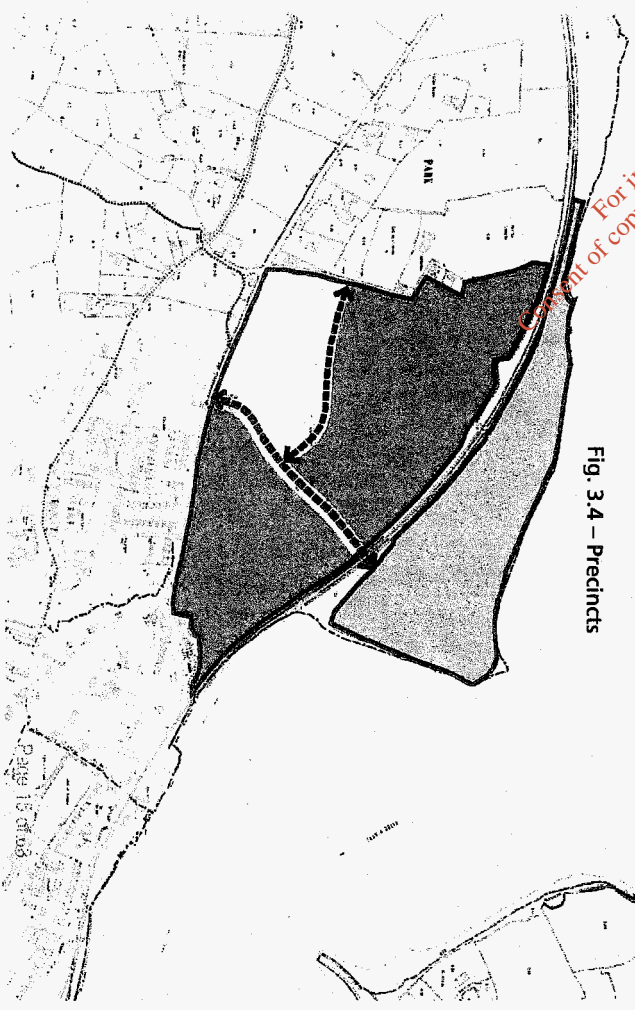
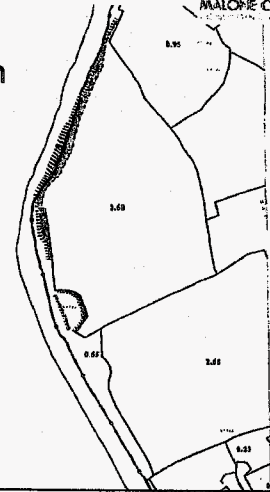
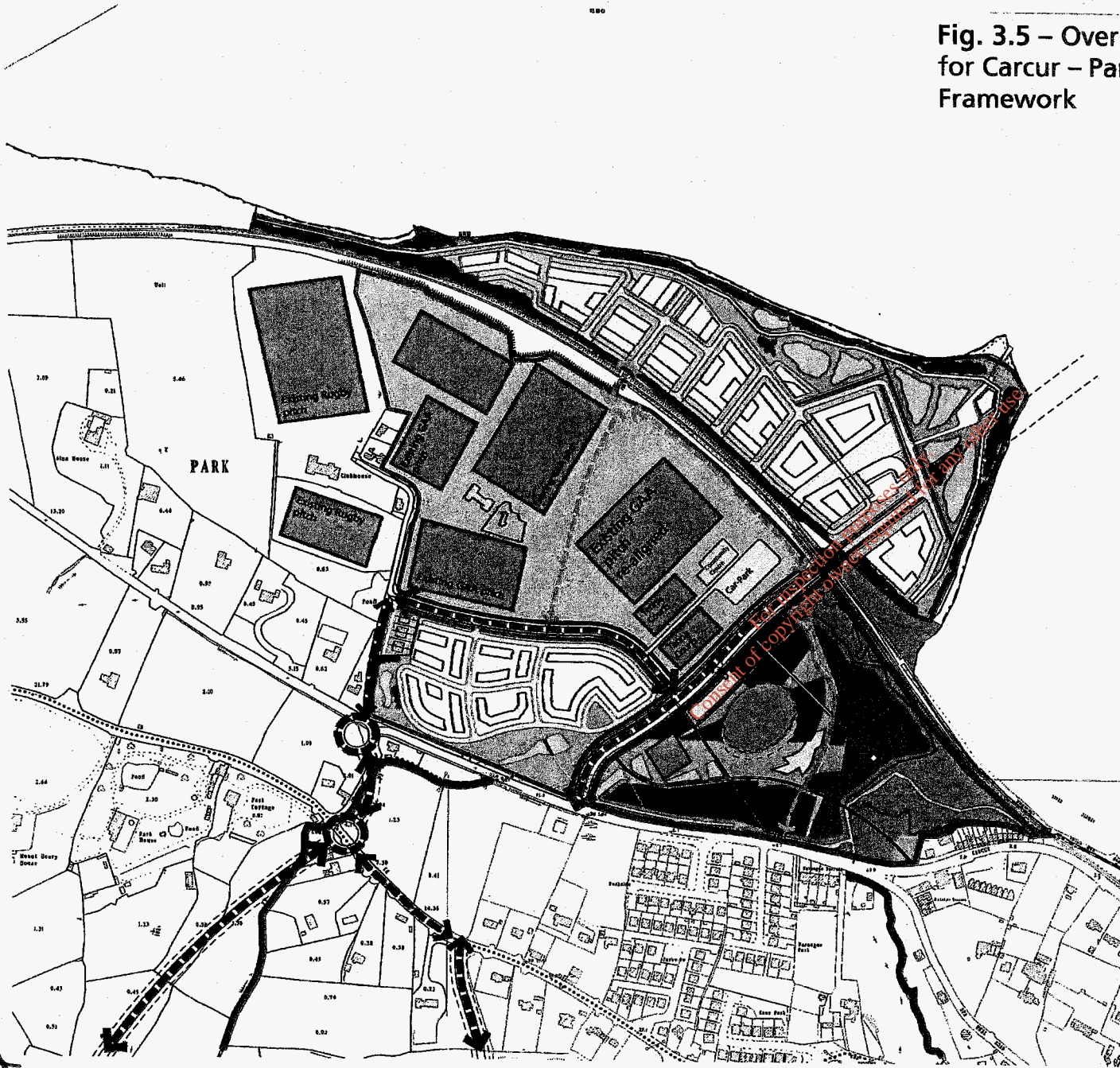







Fig. 3.4 - Precincts

Fig. 3.5 – Overall Masterplan for Carcur – Park Urban Design Framework

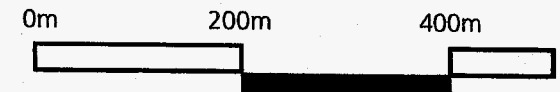


LEGEND

- Proposed access/link road 
- Proposed execution of Road objectives T4 & T7 - as per Development Plan 
- Proposed Pedestrian pedestrian and bicycle linkages 
- Existing road to be closed off to vehicular traffic on completion of proposed access/link road 
- Unsealed road to be decommissioned 



Plan @ Scale 1:5000



AS 5

Carcur = Park, Action Area Plan



4.0 Somers' Point

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4.1 EXISTING

4.1 Site History

Cement Roadstone Holdings purchased the lands in 1976; it was at that time a partially exhausted sand and gravel pit, known locally as Somers' Pit, after a Ms. Somers who previously owned the land. The ordnance survey of 1949 shows the subject lands subdivided into eight fields, there is little evidence of those field boundaries today.

4.2 Site Condition

The subject lands are an unusual combination of site conditions, from hardstand areas made up with fill to old quarry pits, to areas of scrub and pasture (see fig 4.7).

The western end of the subject lands are currently occupied by a Batchplant facility for the production of concrete. The Batchplant only utilises a small area of the site. There are extensive areas of hardstand (sand and gravel) and some stockpiles (sand and gravel) associated with the workings of the batch plant. There is a small cement block building which is used as an office.



Fig. 4.1 – View of CRH Batchplant



Fig. 4.2 – Stump of Oak tree with emerging suckers



Fig. 4.3 – Area of pasture

North of the scrub area, the lands are low lying and flat. There are some areas of localised ponding, which may be as a result of the removal of the existing sand and gravel layers. Some of the ponds appear to be persisting year round as evidenced by reed vegetation developing around the edges. The northeast corner of the lands is predominantly pasture for the grazing of domesticated animals and rabbits.

A long section of Hedgerow delineates the northern boundary of the lands. Some of the hedgerow appears to be growing on a man-made dike/embankment. The hedgerow has a rich and diverse content of tree and scrub species. From parts which are dominated by bramble (*Rubus sp.*), to Willow, Elder, Hawthorn, Hazel and larger tree species; Ash and Sycamore and even some old stunted Oaks.



Fig. 4.4 – View of wetlands vegetation and ponds

Another significant hedgerow separates the western parts of the subject lands from the railway line.

To the west of the Batchplant, the landform is irregular with steep banks, as a result of the history of the site as a sand and gravel quarry.



Fig. 4.5 – Area of scrub vegetation

Topography/Landform

The existing landform of the site is highly irregular along the edge with the railway line. This is as a result of the activities of removing sand and gravel and the hardstand areas and stockpiles of the Batchplant.

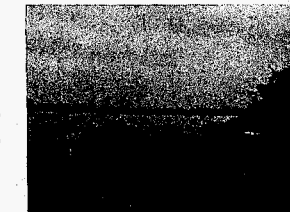


Fig. 4.6 – View of existing access bridge over rail-line

The low lying areas of pasture and ponds are extremely flat, broken only by areas of scrub vegetation (see fig. 4.5).

Access

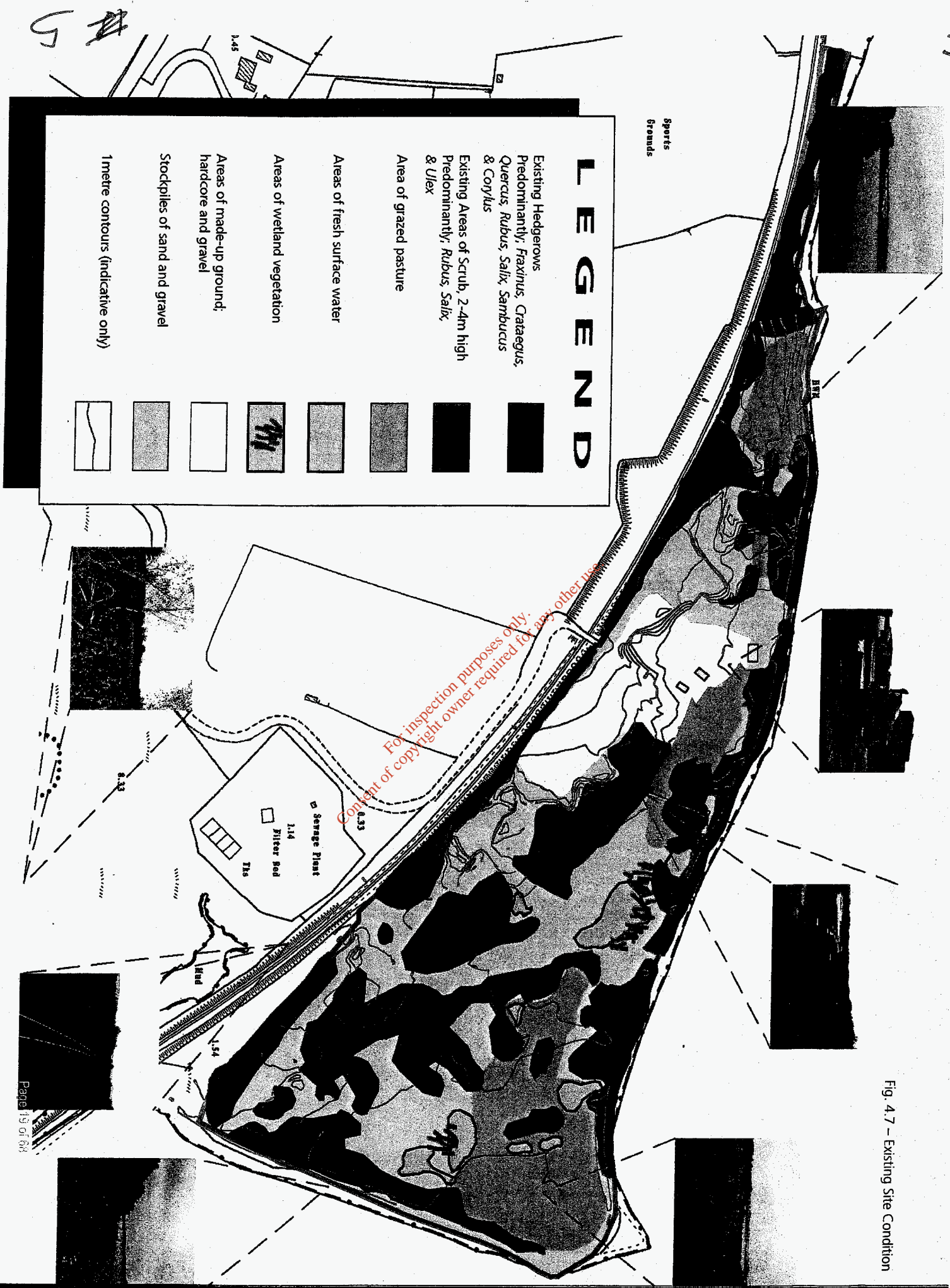
The site is accessible by a single bridge over the railway line. The bridge is narrow, approximately 3metres wide, sufficient only for one vehicle to enter at a time.

Sound-scape

In the vicinity of the Batch Plant (within approximately 150metres) the dominant sounds, are those of heavy plant machinery and heavy trucks and cement lorries.

On the waterside perimeter of the lands, one escapes obtrusive mechanically produced sounds. The sound-scape here is of gentle lapping water, chattering foliage in the breeze and occasional seagulls.

Fig. 4.7 – Existing Site Condition



4.2 POTENTIAL

4.2.1 Optimising

It would be within reason to describe the lands as under-utilised, home only to a 'giant cement mixer' and inaccessible to the public.

It is intended to optimise the natural assets and amenities of the lands in a new urban development. Responding sensitively and appropriately to the unique ambient qualities of the place.

An urban development which is environmentally and economically sustainable and will benefit the town of Wexford and surrounding hinterland, opening up new possibilities for interaction with the river.

4.2.2 Scaling

Figure 13.0 explores the scale of Somers' Point in comparison with the mediaeval centre of Wexford, with an aerial view of the town centre superimposed on the site at an approximate scale. This scaling exercise (fig. 4.8) demonstrates the potential of the subject lands to be developed as an urban neighbourhood

It is approximately a 10-12 minute walk within the lands from end to end. No more than a 3-4 minute walk across edge to edge (see fig. 4.9).

4.2.3 Conceptualisation

Corridors

The waterfront edges of Somers' Point are to be opened up as an amenity corridor. The amenity corridor will have continuous pedestrian and cyclepaths along its length.

The Wildlife corridor will conserve and incorporate existing significant hedgerows, which follow the rail-line. The wildlife corridor will be an important ecological connection between the wetland areas in Carcur and the surrounding rural landscape. The wildlife corridor is critical to the environmental sustainability of the area, maintaining invaluable habitat for the local flora and fauna (see fig. 4.10).

Significant Views

Significant views into, through and from the site have been identified. It is intended to incorporate these as visual corridors. Allowing views through Somers' Point to the Slaney valley and visual connection from Somers' Point towards the urban silhouette of Wexford town, punctuated with its church spires (see fig. 4.11).

Access

The present bridge access into the lands will be inadequate in the context of major redevelopment. A new access road will be constructed from Redmond Rd (R730) into the site, with a new bridge to be constructed over the rail-line (see fig. 4.12).

The existing bridge will be maintained as a pedestrian and cycle entrance.

It will be desirable and possible to link the proposed development more directly with Wexford town with a pedestrian and bicycle link path running along the waters edge.

In choosing an alignment for access into the subject lands, it has been intended to compliment the road objectives as stated in the Wexford Town and Environs Development plan 2002 (pp. 20-21). The alignment of the access road leaves open the potential for a new bridge over the river (objective T5).

Building Lines

Buildings lines will be pulled back from the waterfront edge of the site to allow sufficient room for the amenity corridor and to refrain from building on areas that may be prone to flooding. The building line will be pulled back from the edge of the site with the rail-line to provide for the wildlife corridor (fig. 1). These setbacks will also allow for the conservation and incorporation of existing hedgerow vegetation into the proposed development.

Development will also be avoided in the lowest parts of the lands as these areas contain wetland vegetation and ponds, which should be retained for ecological and amenity interest. (see Fig. 4.13).

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Scaling I

Scenario: imagining the lands at Park as medieval Wexford

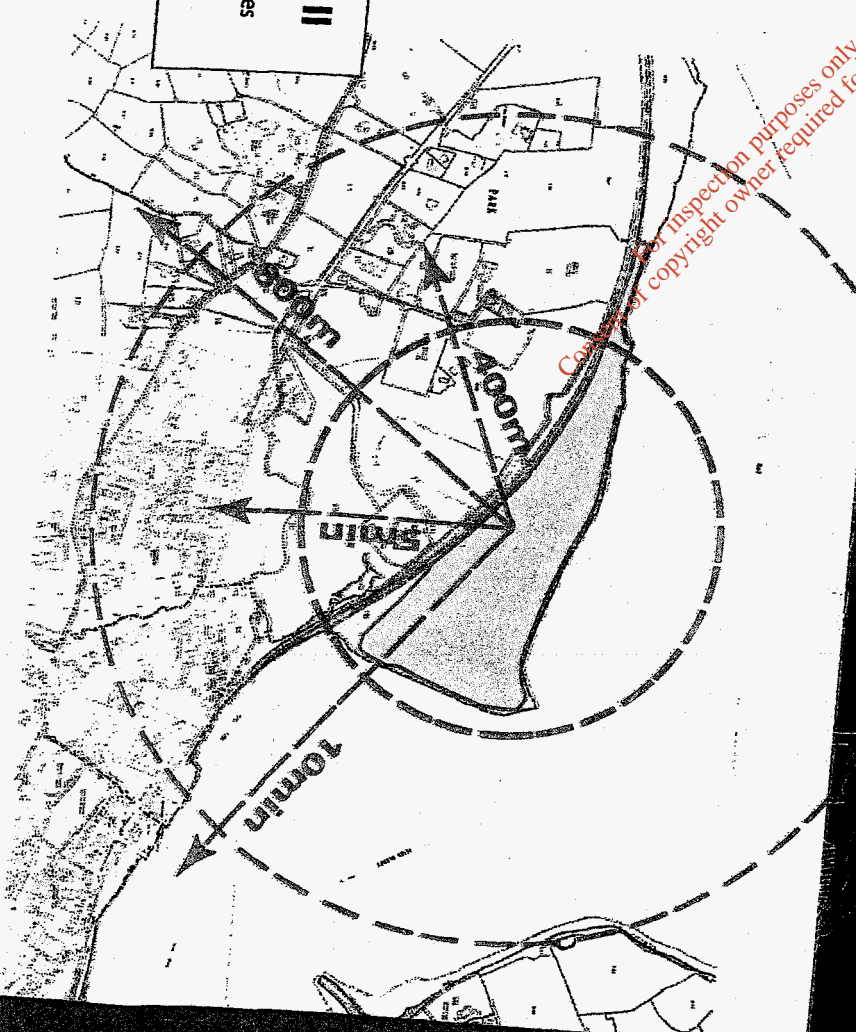
Fig. 4.8 – Scaling exercise I



Scaling II

5 minute and 10 minute walking distances




Fig. 4.9 – Scaling exercise II



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Carcur – Park, Action Area Plan

Corridors

- Slaney Valley, NHA (Natural Heritage Area) 
- Wildlife corridor along rail-line 
- Waterfront Promenade 

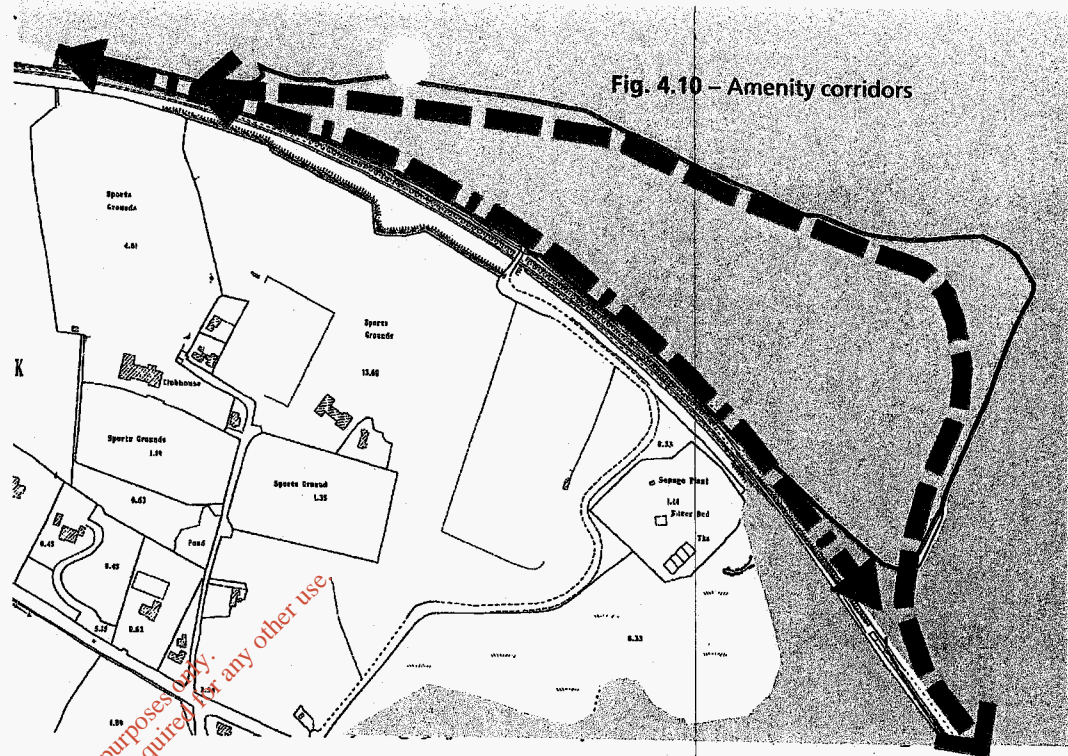





Fig. 4.10 – Amenity corridors

Significant Views

- View from existing access bridge to river 
- View from approach road to river 
- View from within site to the 'spires' of old Wexford 

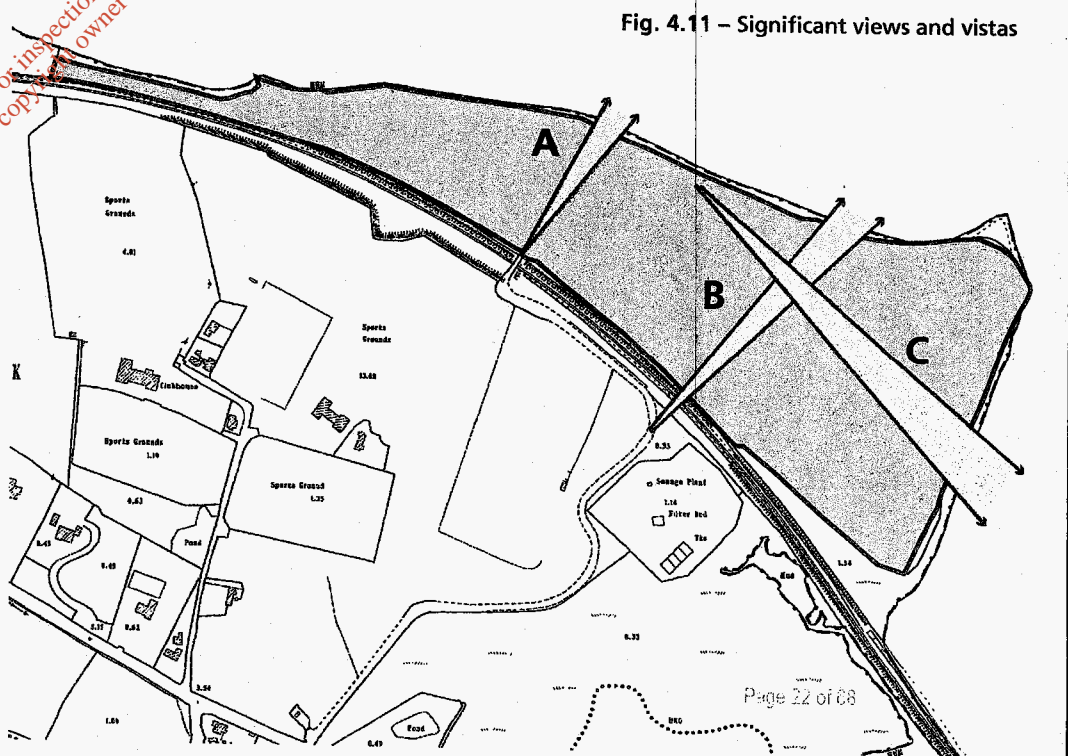
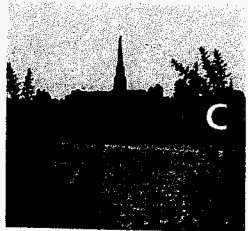


Fig. 4.11 – Significant views and vistas

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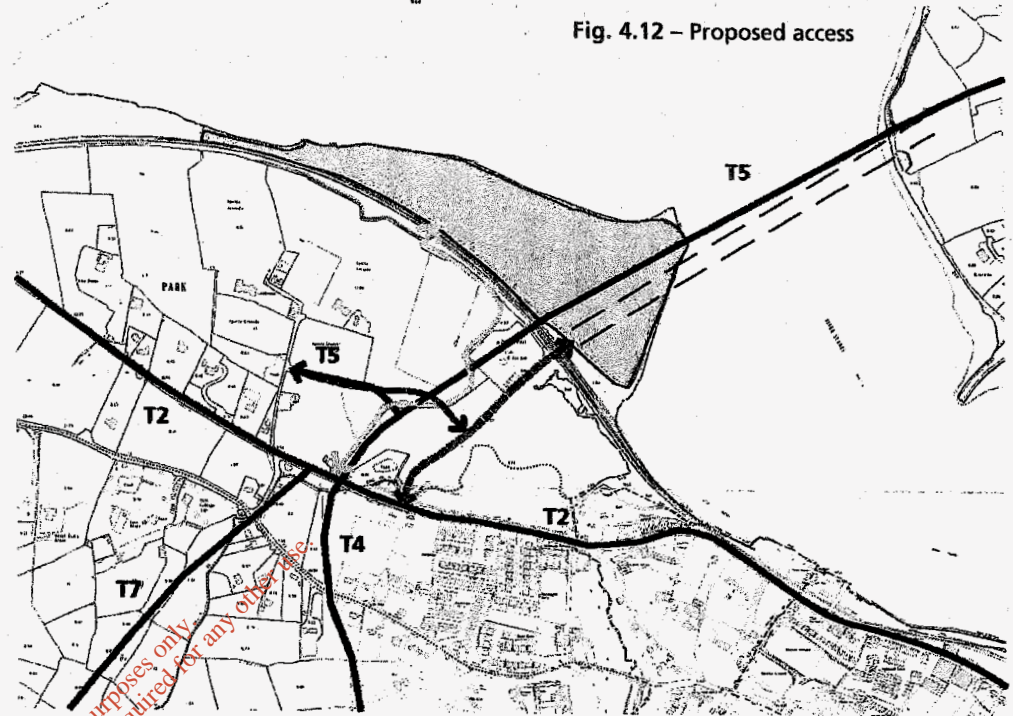
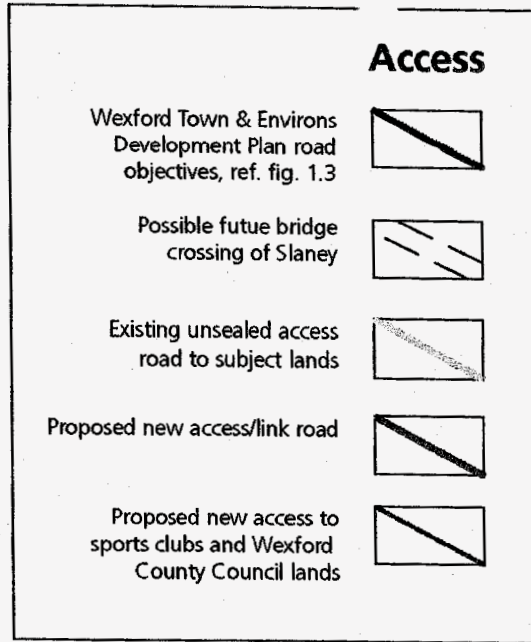


Fig. 4.12 – Proposed access

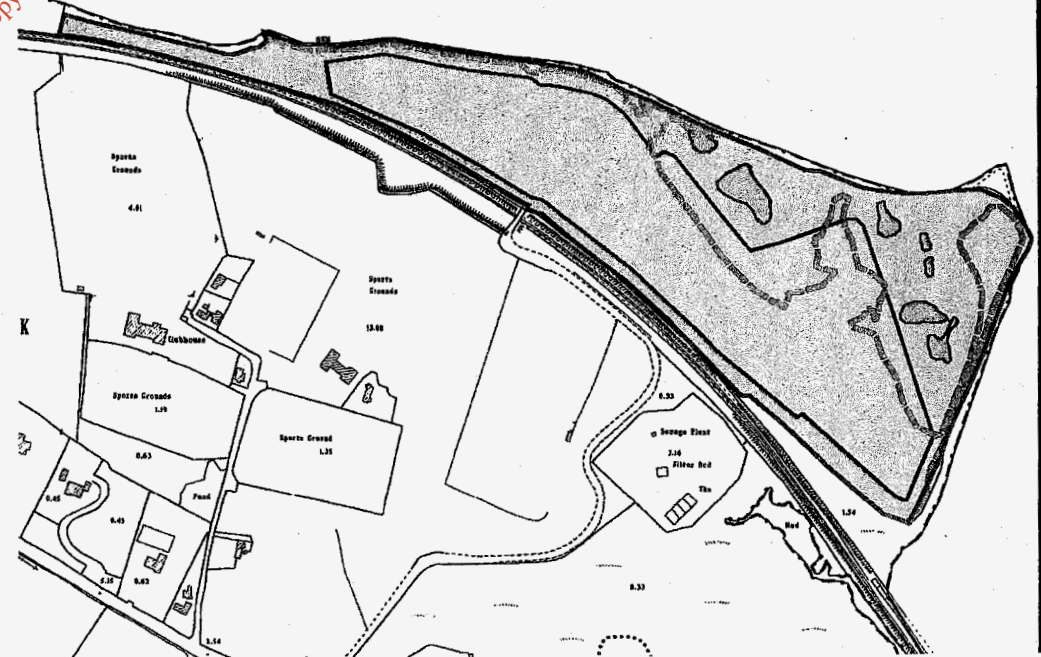
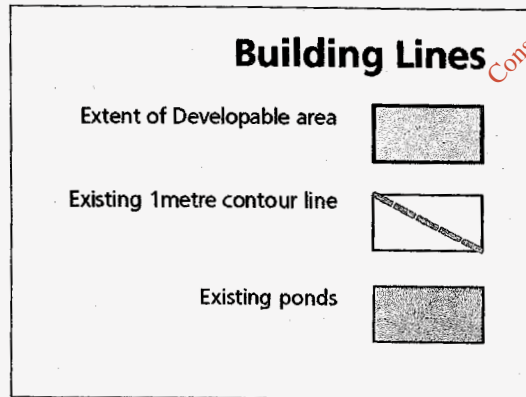


Fig. 4.13– extent of building line

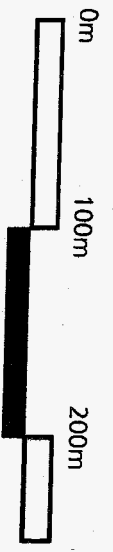
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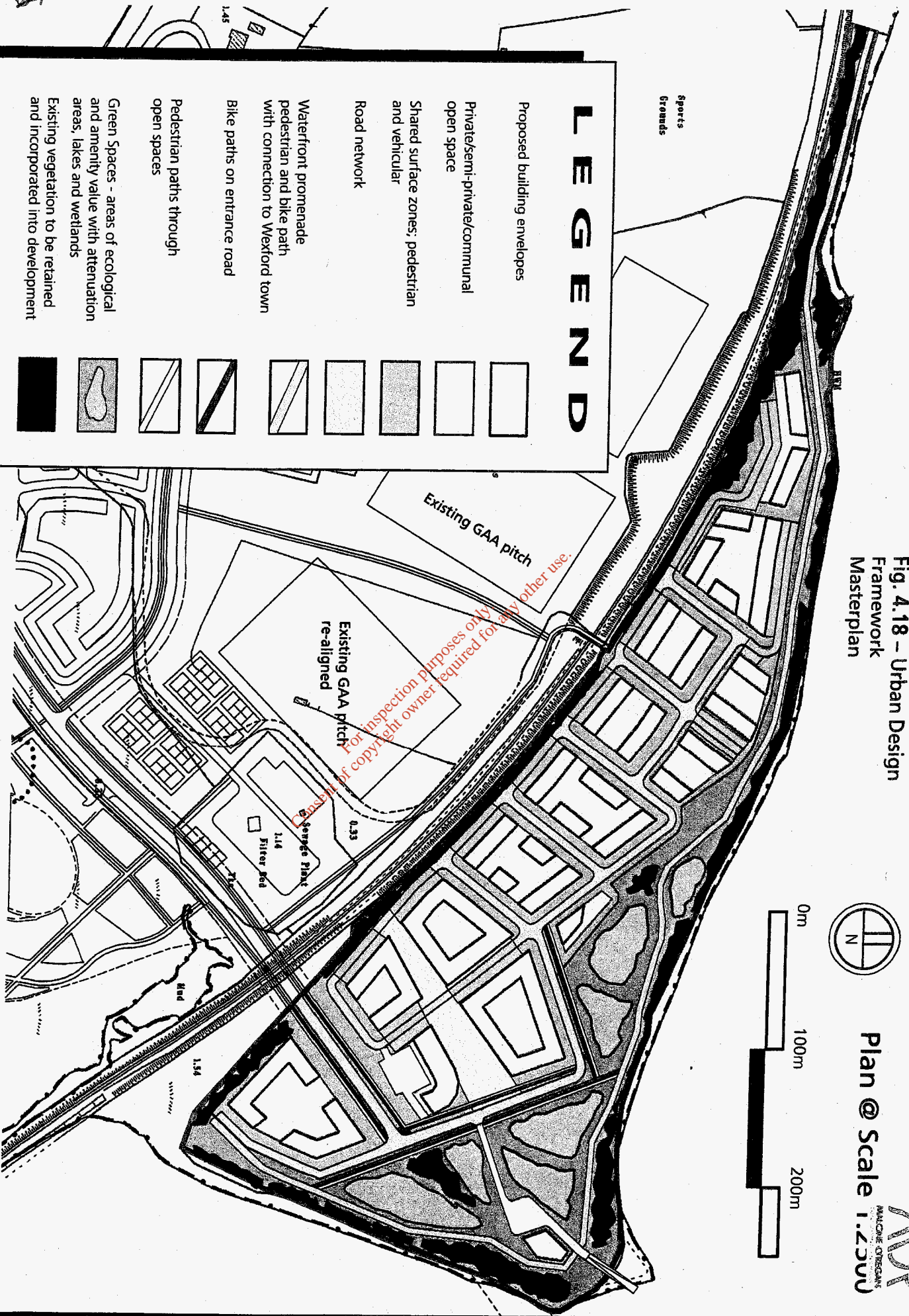
Fig. 4.18 - Urban Design Framework Masterplan

Plan @ Scale 1:2500
 MATCHLINE ORGANISATION
 ANDR



LEGEND

- Proposed building envelopes
- Private/semi-private/communal open space
- Shared surface zones; pedestrian and vehicular
- Road network
- Waterfront promenade pedestrian and bike path with connection to Wexford town
- Bike paths on entrance road
- Pedestrian paths through open spaces
- Green Spaces - areas of ecological and amenity value with attenuation areas, lakes and wetlands
- Existing vegetation to be retained and incorporated into development



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4.3 PROPOSAL

4.3.1 Land-use

An area of 73,084m.sq equivalent to 56% of Somers' Point will be available for development. The remaining 44% will be developed as open space for recreation and amenity.

The site is to be developed predominantly as residential focused on a local Village Square incorporating retail, office, community uses, a childcare facility and a small hotel (10-20Bed) with bar and restaurants.

4.3.2 Residential

An area of 47,737m.sq equivalent to 36% of the area of the site will be developed exclusively as residential. The Local Neighbourhood Hub will also contain some residential development.

Density

Residential development will be of medium density with 15 to 20 dwelling units to the acre. This will allow for between 270 and 365 dwelling units, housing a population of between 600 – 825.

Build-up Strategy

The intensity of development will build up back from the waters edge, with the tallest buildings along the boundary of the lands with the rail-line and in the vicinity of the Local Neighbourhood Hub.

The purpose of this strategy is to minimise the impact of development on the landscape of the lower Slaney Valley and concentrating as much of the development as possible within easy access of the Local Neighbourhood Hub.

Dwelling mix

The residential development will consist of a variety of dwelling types. Varying in form and scale from 3-4 bedroom 2 storey family homes, to 1-2 bedroom apartments above retail units in the Local Neighbourhood Hub.

The dwelling mix is intended to generate a rich social mix of young and old, families and single people, from a mix of cultural and economic groups. A social mix that will contribute greatly to the life of the neighbourhood and a sustainable community structure. A social mix that allows for different age and cultural groups to support and complement each other.

4.3.3 Childcare Facility

The residential development includes a provision for a childcare facility, in keeping with requirements as set out in the Wexford Town and Environs Development Plan 2002 (p. 45).

A childcare facility for 70-100 children, of approximately 200-250 m.sq will be required.

4.3.4 The Village Square

Within the Village Square retail and community uses will be provided to serve the immediate needs of the Somers' Point population. The Village Square can accommodate a small hotel (10-20 bed) with associated public bar and restaurants. Office space will be provided in small and medium size units to contribute another layer to the life of the neighbourhood and activate the Local Neighbourhood during business hours.

4.3.5 Water Recreation Facility

A Proposed Water Recreation Facility may be provided in the north eastern toe of the site, within an area of open space. The Water Recreation Facility can potentially be a training school for sailing, jet-skiing, windsurfing and/or canoeing. The facility will have an associated slipway for boat trailers. The building will include space for a café/restaurant, changing Rooms, storage areas and public toilets.

4.3.6 Green Space

The Green Spaces (or public open space content) of Somers' Point seek to integrate recreational and ecological need. To provide more than just 'manicured green fields and sedate asphalt paths' but a living environment. An ecological resource, a wildlife habitat, a refuge and escape from the drudgery of daily routine.

Bringing children and adults into closer interaction with ecological process. Spaces to observe and learn.

Green space that preserves and commemorates some of the finer qualities of the existing landscape condition. Protecting and enhancing the biodiversity of the local environment. Weaving habitats into the long life fabric of Wexford town. A new model for environmentally sensitive and sustainable urban and landscape design, in Ireland.

The Green Spaces will incorporate most of the existing ponds and areas of wetland vegetation. These ponds will form part of the stormwater attenuation area or floodplain of the Neighbourhood.

Carcur – Park, Action Area Plan

The Green Spaces will incorporate areas of existing scrub vegetation and boundary hedgerows. Additional groups or copses trees will be planted, the tree species are to be predominantly native and familiar to that region.

The open areas of the Green Spaces are to be cultivated as wildflower meadow, except for limited areas of mown verge along major paths and recreational facilities.

4.3.7 Active Sports Recreation

It is not feasible to provide for playing fields in the Green Spaces (or Public Open Space) content of the development. This is a result of the low lying nature of much of the site and the ecological potential of these areas, aside from the elongated shape of the subject lands.

However there are significant areas of playing fields on adjoining lands within 2-5 minutes walking distance.

4.3.8 Children's Playground

A Children's Playground will be provided as part of the development, catering for children aged 3-12 years. The playground is seen as a critical piece of social infrastructure an indispensable cog in the mechanics of community development.

The playground may be integrated with a Childcare facility or set amongst the Green Space.

4.3.9 Phasing

It is the intention of this Action Area Plan to set out an Urban Design Framework, which will allow the lands to be developed in an incremental manner, possibly over a timescale of 5 – 20 years.

4.3.10 Pathways

All major bicycle and pedestrian pathways will where possible, be overlooked by adjacent dwellings and other development. All major paths will be adequately lit at night, in the interest of comfort and safety.

4.3.11 Waste water

All waste water will be gravity fed to a storage sump, from where it will be pumped into the municipal treatment system.

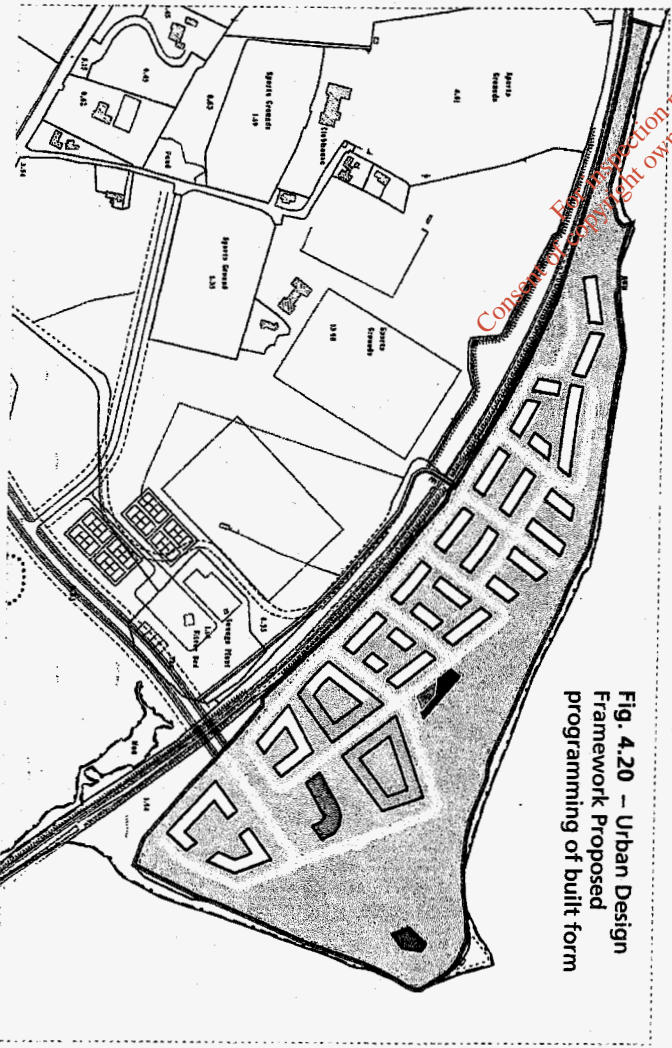
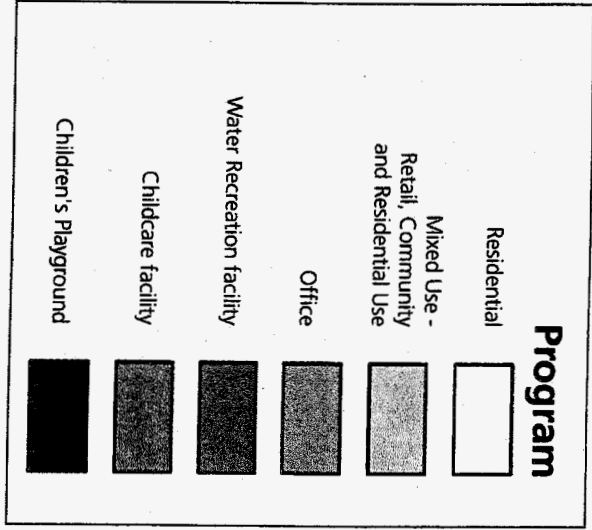
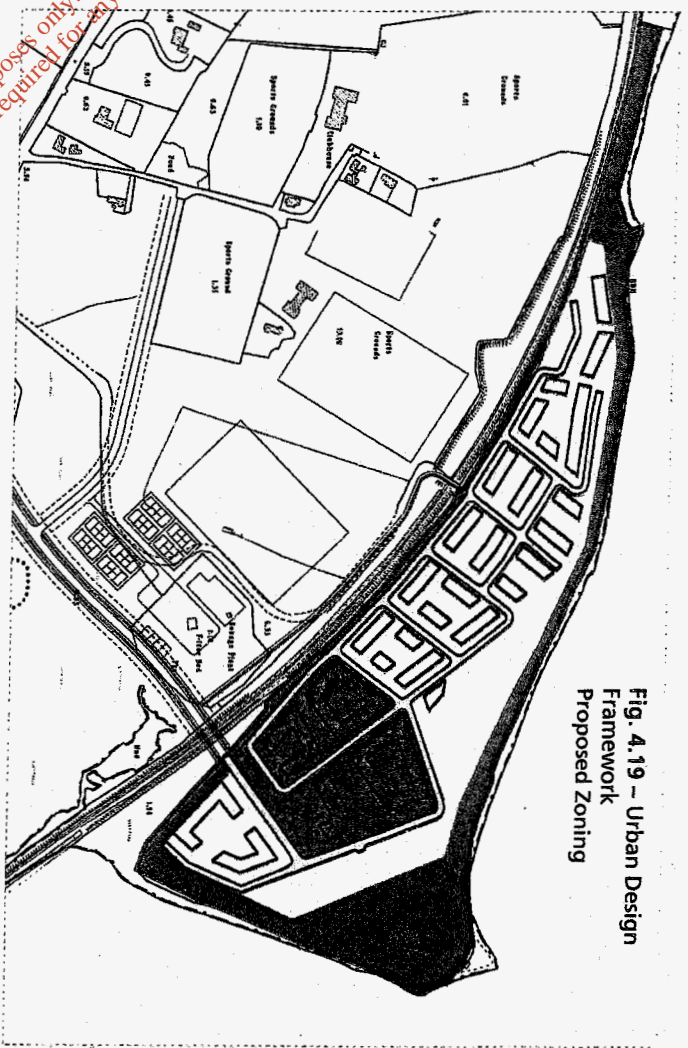
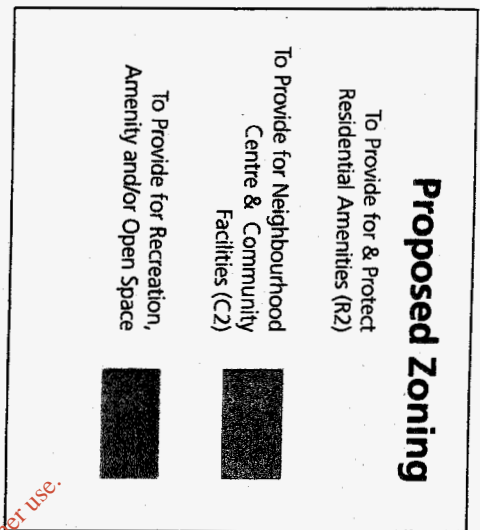
4.3.12 Storm water

All stormwater run-off from hard surfaces and buildings will be collected and stored in surface water attenuation ponds and/or underground attenuation cells. All stormwater run-off will be passed through; a filter to remove litter, a petrol and oil interceptor and treated in reed beds or similar approved system before being discharged into local water bodies.

The capacity of stormwater attenuation to be provided is to be cognizant of the recommendations of the National Climate Change Strategy (Department of Environment, 2000).





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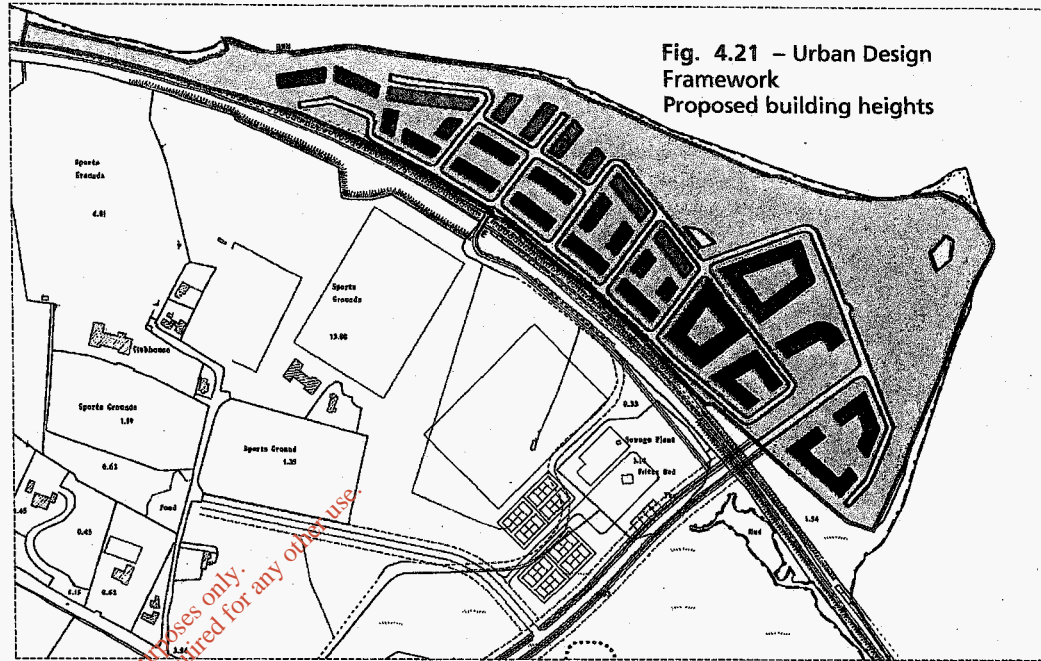


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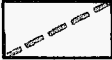
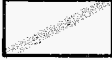
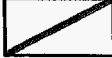
Building Heights

- 1 storey 
- 2 storey 
- 2-3 storey 
- 3-4 storey 

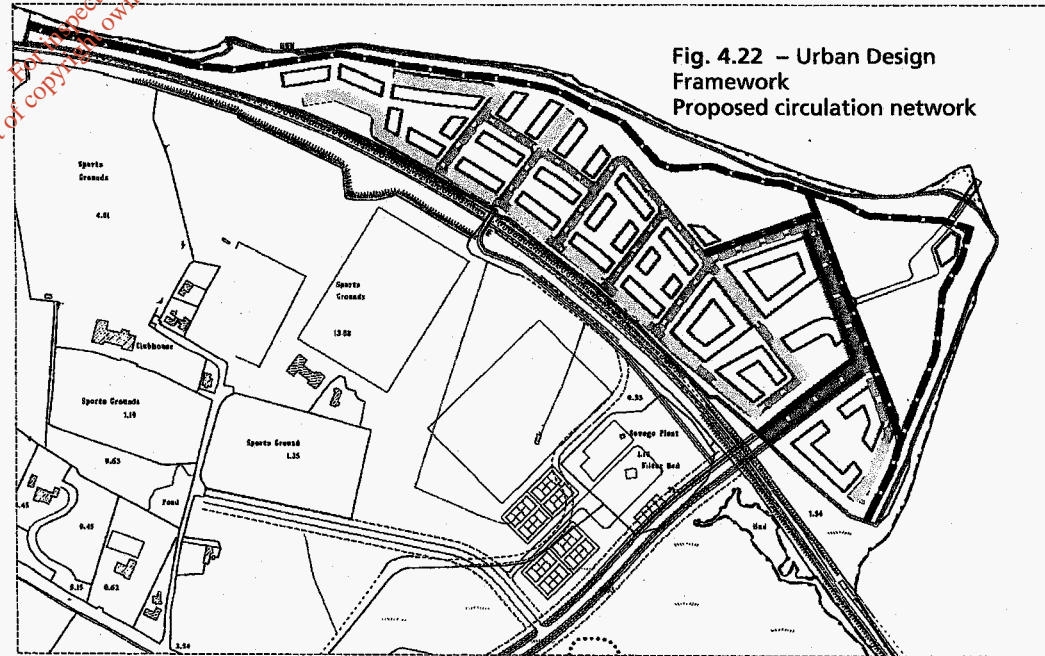
**Fig. 4.21 – Urban Design Framework
Proposed building heights**



Circulation

- Access/Link Road 
- Residential Street 
- Shared surface 
- Cyclane 1 way 
- Cyclane 2 way 

**Fig. 4.22 – Urban Design Framework
Proposed circulation network**



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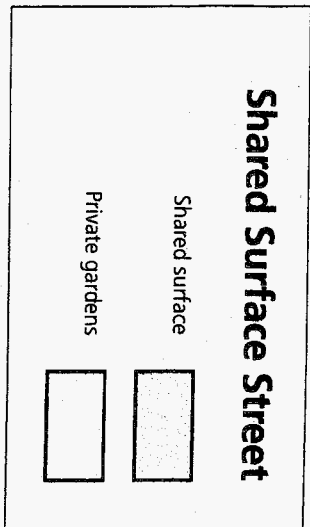
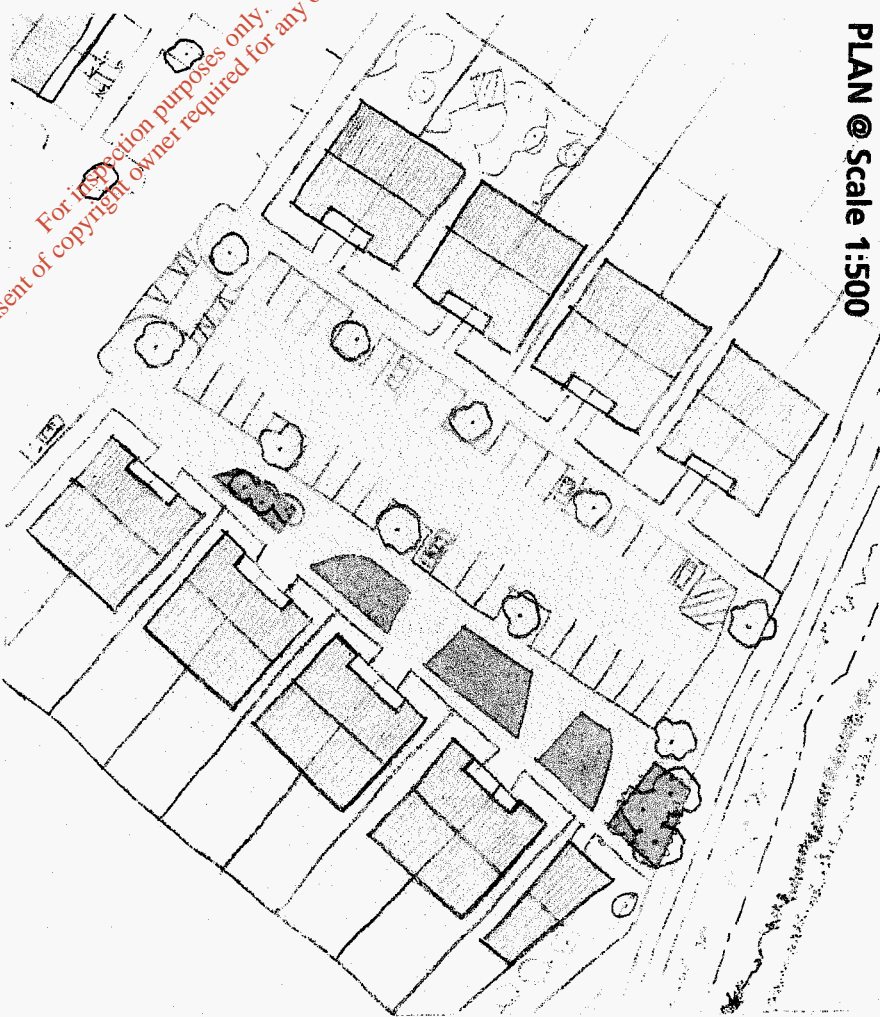


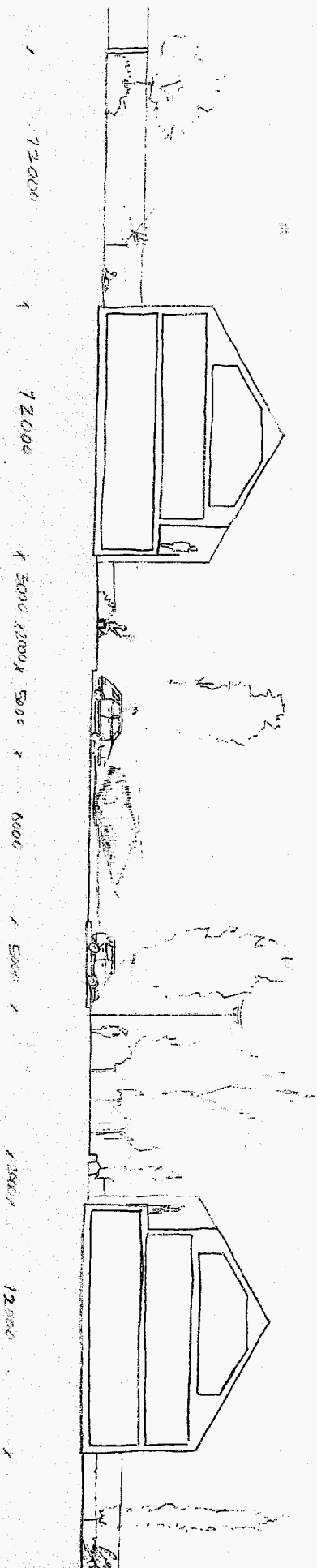
Fig. 4.23 - Sketch design - Shared surface streets

PLAN @ Scale 1:500

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SECTION @ Scale 1:200



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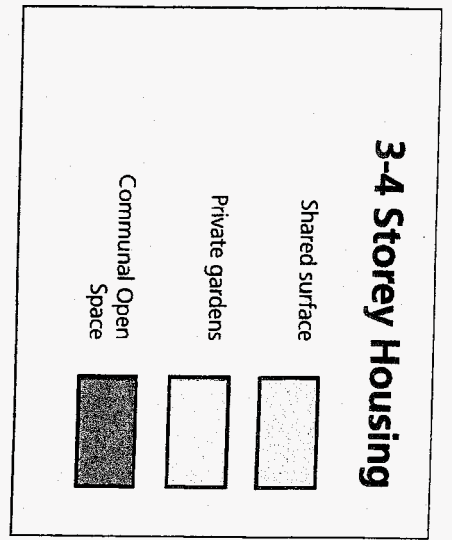
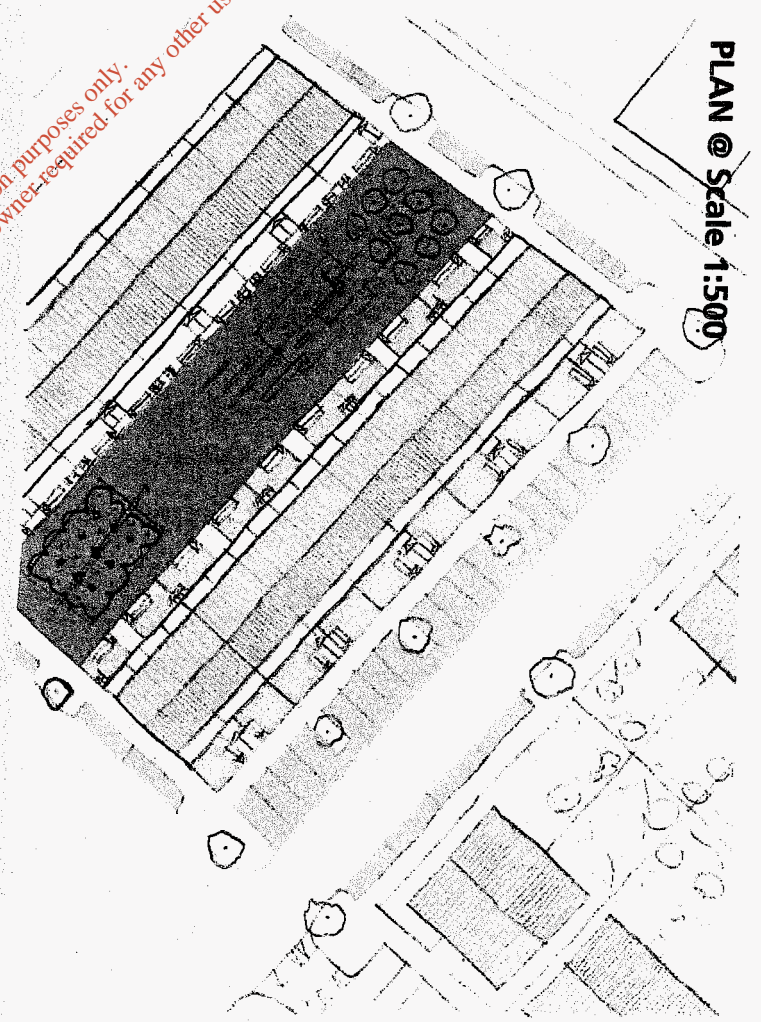
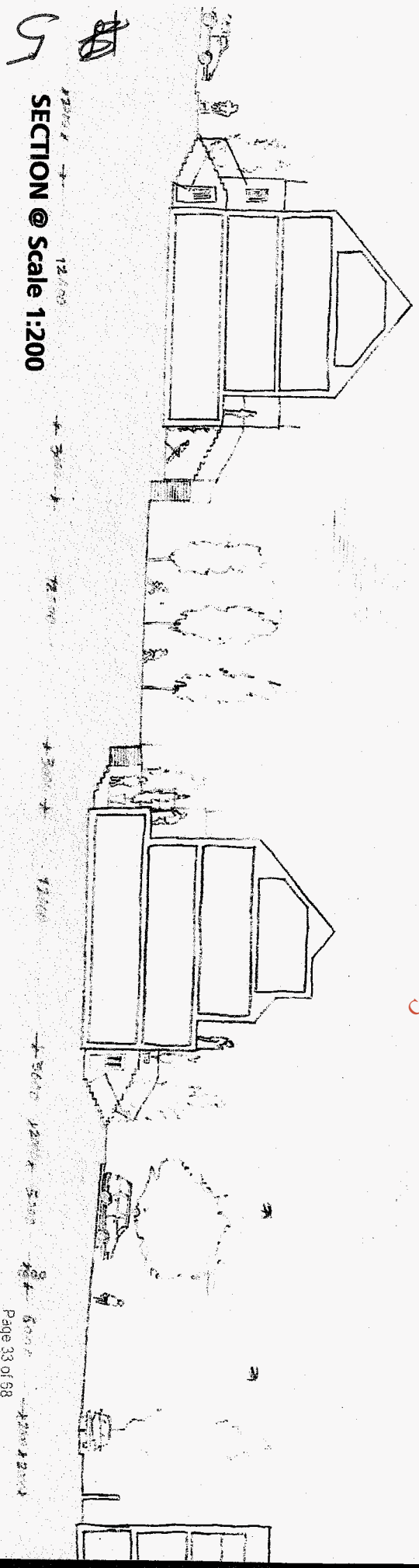


Fig. 4.24 – Sketch design - 3-4 storey row housing

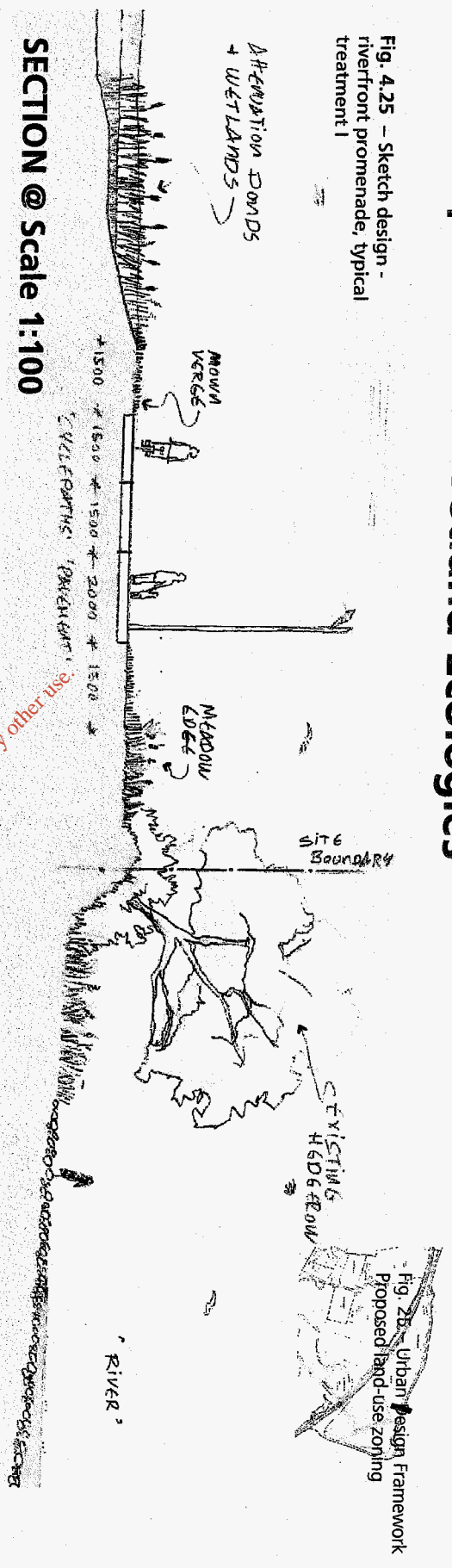


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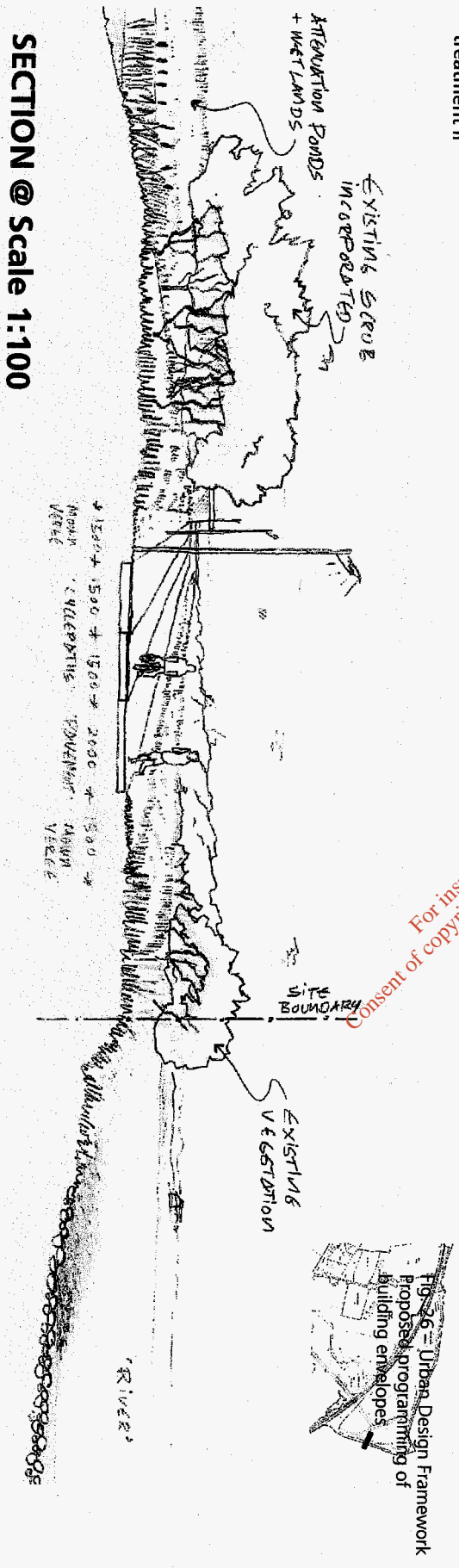
Green spaces and Wetland Ecologies

Fig. 4.25 - Sketch design - riverfront promenade, typical treatment I



SECTION @ Scale 1:100

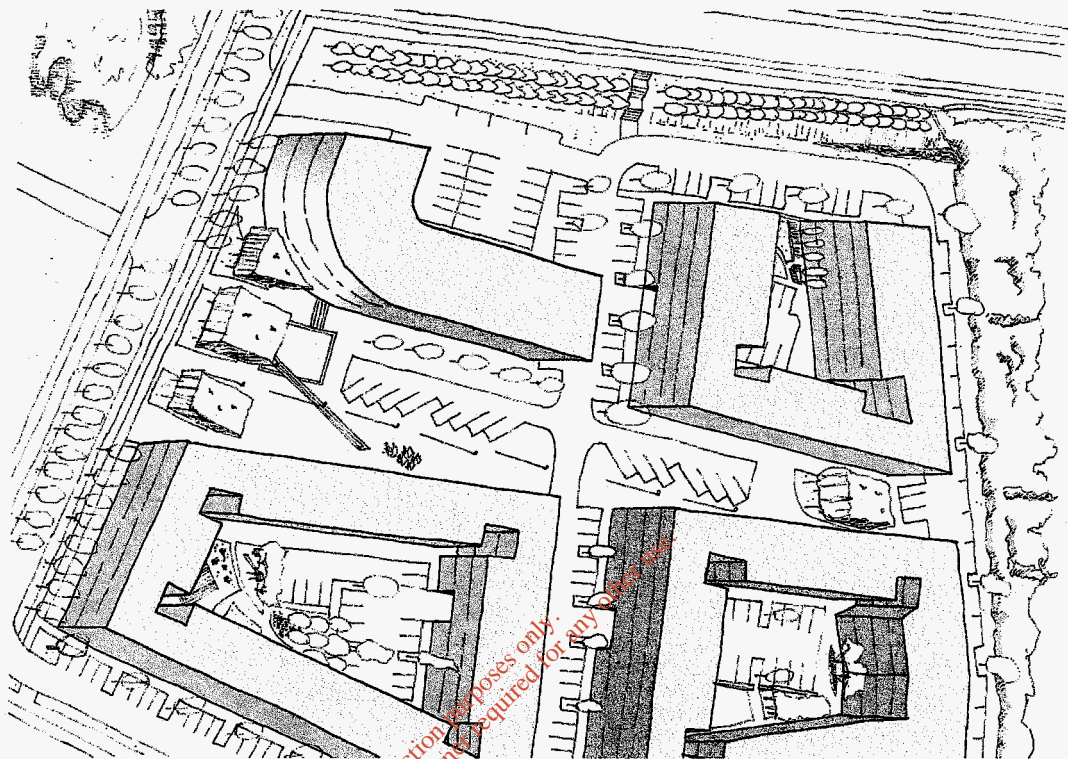
Fig. 4.26 - Sketch design - riverfront promenade, typical treatment II



SECTION @ Scale 1:100

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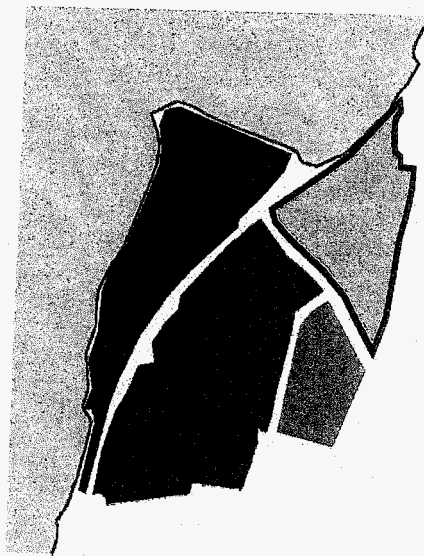
Fig. 4.27 - Sketch design -
Schematic axonometric of
proposed Village Square
@ 1:1000

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murrayōlaoire architects



5.0 Carcur

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5.1 EXISTING

5.1.1 Site History

The Carcur precinct is 9 hectares/22.5acres/ 89,950m.sq in area. A large part of the Carcur lands have been used until recently by Wexford County Council as a landfill, there are still some piles of rubble and many concrete pipes on the surface. In the North of the precinct there is a treatment works run by Wexford County Council, which is soon to be decommissioned.

5.1.2 Site Condition

Part of the Carcur precinct falls within the boundary of the Slaney Valley Natural Heritage Area (an environmental designation attributed to sites by reason of their flora, fauna, geological or physiographic interest). The area within the NHA is predominantly mudflat and wetland; part, occurring where two streams meet the estuary of the Slaney, their flow interrupted by the Wexford-Dublin rail-line.

The two streams flow into the lands from the south; one stream enters in the southwestern corner of the site and follows the boundary with Redmond road towards the Slaney. The second stream (the Farnogue) enters the site in the southeastern corner.

The topography of the precinct is not very dramatic. The legacy of the landfill is a broad plateau of ground in the centre of the lands. The edges of this plateau are steep in places forming distinct ridges.

The dominant vegetative condition is rough pasture, from grazing animals. A deep mature hedgerow surrounds the treatment works. There are significant areas of scrub vegetation (primarily *Ulex sp.* and *Rubus sp* with some *Betula spp.*), particularly along ridges or in inaccessible areas. There is an isolated plantation of coniferous trees on the southern boundary with Redmond Rd.

The sound-scape of the precinct is dominated by the sound of traffic on nearby roads. Towards the interior and northern edge of the site, the predominant sounds are coastal breezes and sea gulls, except for machinery noises from the treatment works.



Fig. 5.1 View of embankment with Scrub vegetation



Fig. 5.2 Surface of landfill area



Fig. 5.3 View of concrete pipes and mudflats in background.

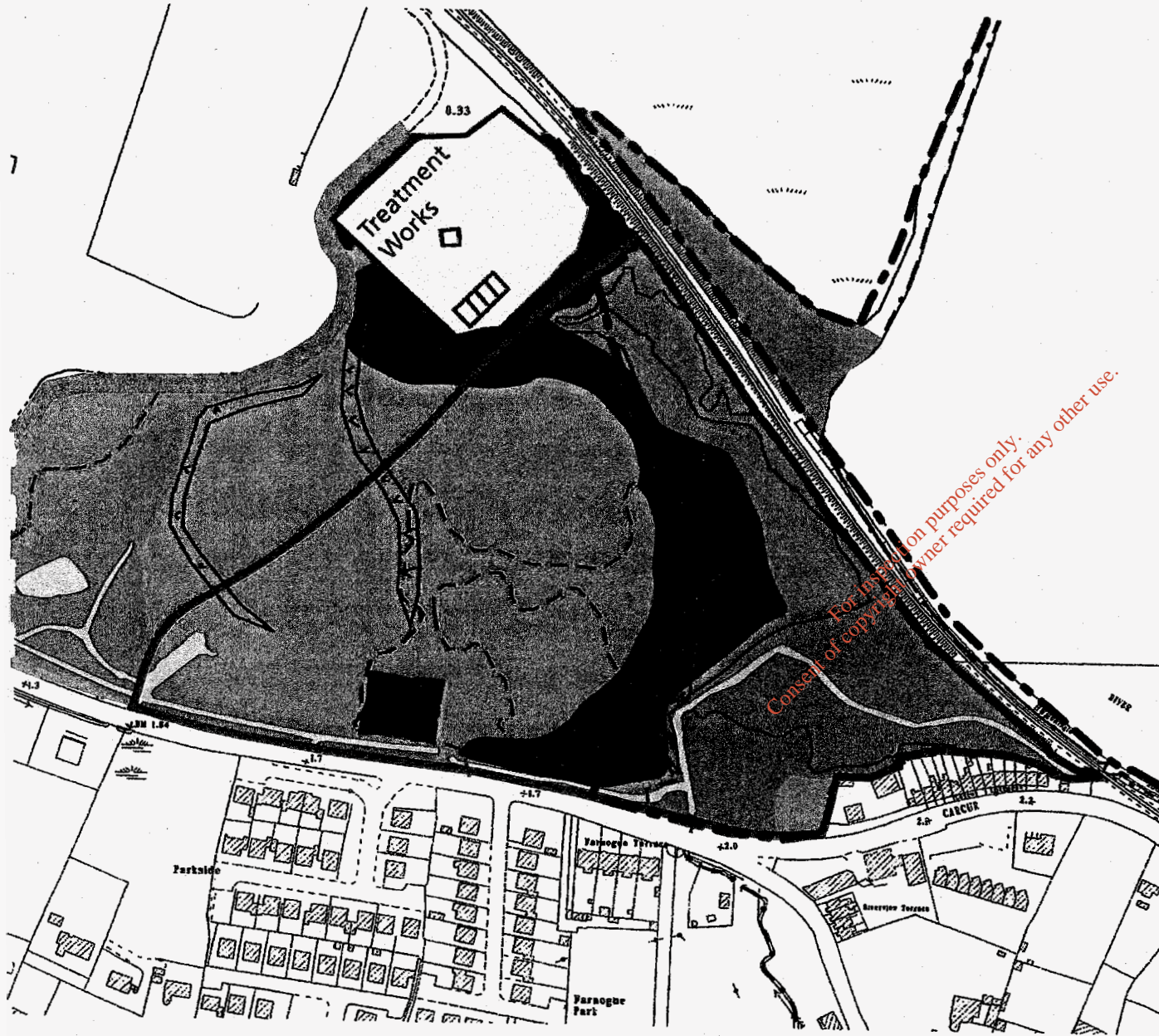


Fig. 5.4 View of wetland vegetation and mudflats in background








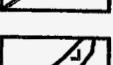

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Fig. 5.5 – Existing Condition

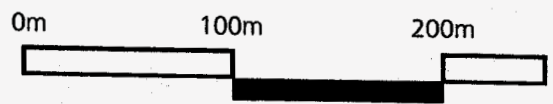


LEGEND

- Rough Grazing 
- Area of scrub vegetation 
- Significant Hedgerow vegetation 
- Area of wetland vegetation 
- Coniferous trees 
- Intertidal zone/mudflats 
- 2metre contours (indicative only) 
- Ridge line 
- Boundary of Slaney Valley Natural Heritage Area 



Plan @ Scale 1:2500



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5.2 POTENTIAL

5.2.1 Optimising

The Carcur lands are effectively of a brownfield or contaminated condition, as a result of the landfilling. The presence of the landfill material and the plateau effect from its build-up, limit the potential opportunities for developing these lands. Extensive and expensive enabling works would be required to make the ground ready for buildings or hard surfaces, at worst this could require the removal of contaminated material to be treated or stored off site. The raised plateau and the open location of Carcur, would make any built form here visually very obtrusive from the surrounding housing areas on higher elevations and on approaching the town from Ferrycarrig.

The environmental designation of the Slaney Valley NHA must be fully regarded, and there should be no development undertaken that might compromise the integrity of the NHA.

Therefore it would appear that the best potential use of the Carcur precinct would be as public park, incorporating the ecology of the wetlands and mudflats in harmonious co-existence with recreational facilities, an Eco-Park (an ecologically sensitive park).

5.2.2 Scaling

The size of the precinct would allow for a park capable of catering for more than immediate local need, attracting users from a wider urban catchment, it would in effect become Wexford town's largest public park and would go some way to addressing the shortage of usable public recreational space in the town as mentioned in the Wexford Town and Environs Development plan 2002. Besides the unique environmental qualities of Carcur, it's proximity to the Slaney, the abundance of bird life and the sense of space and solitude.

A scaling exercise (see fig. 5.6) compares St. Stephen's Green in central Dublin with the Carcur precinct. Carcur as a park would be larger in area than Stephen's Green and of completely different character. The Victorian style of Stephen's Green an enclosed public garden in the city a complete contrast to the open and tempestuous atmosphere of Carcur.

5.2.3 Conceptualising

Yin Yang

Borrowing from the Chinese philosophy of Yin and Yang, the balance of opposites. Carcur is imagined as a park balanced between the 'Cultivated wilderness' and the 'manicured landscape' (see Fig. 5.7). A balance between the concern for the integrity

of the NHA, for its biodiversity and the manicured landscape required to deliver a park capable of accommodating active recreation and sports facilities.

It is especially critical that the edge of the Eco-Park with the new access road is active and inviting and encourages movement along the road into and from Somers' Point. The more intensively used functions of the Eco-Park might be best located on this edge.

Stitching

A skeleton of paths and visual corridors will stitch the Eco-Park into the urban fabric of Wexford town, with strong linkages to adjoining neighbourhoods. A vista will be maintained from Redmond road across Carcur to Wexford Harbour, as a dramatic visual event on entering the town from Ferrycarrig (see Fig. 5.8).

Program

The Eco-Park will attract usage from a wide catchment providing a diversity of program and opportunities for engagement outdoors. Incorporating of sports facilities, play area, woodlands and meadows. These will be located in the 'Manicured' part of the Park.



Fig. 5.6 – Scaling exercise

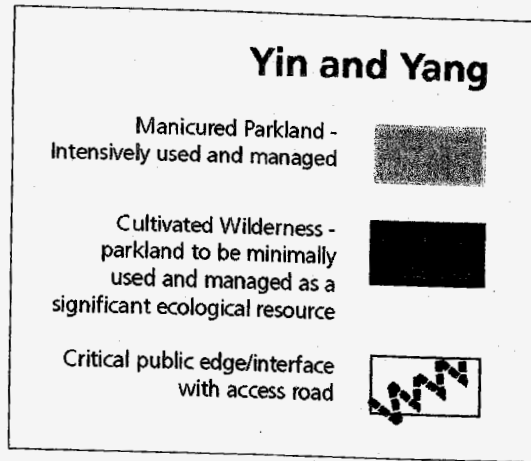


Fig. 5.7 - Conceptualisation I

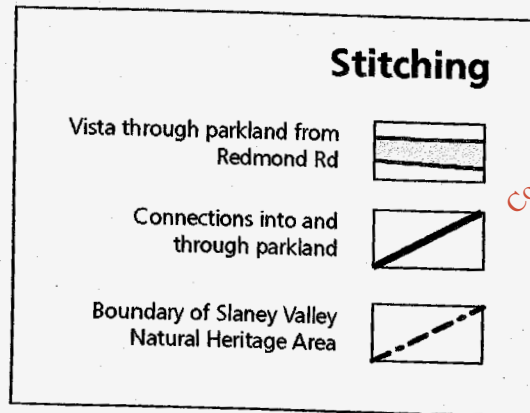
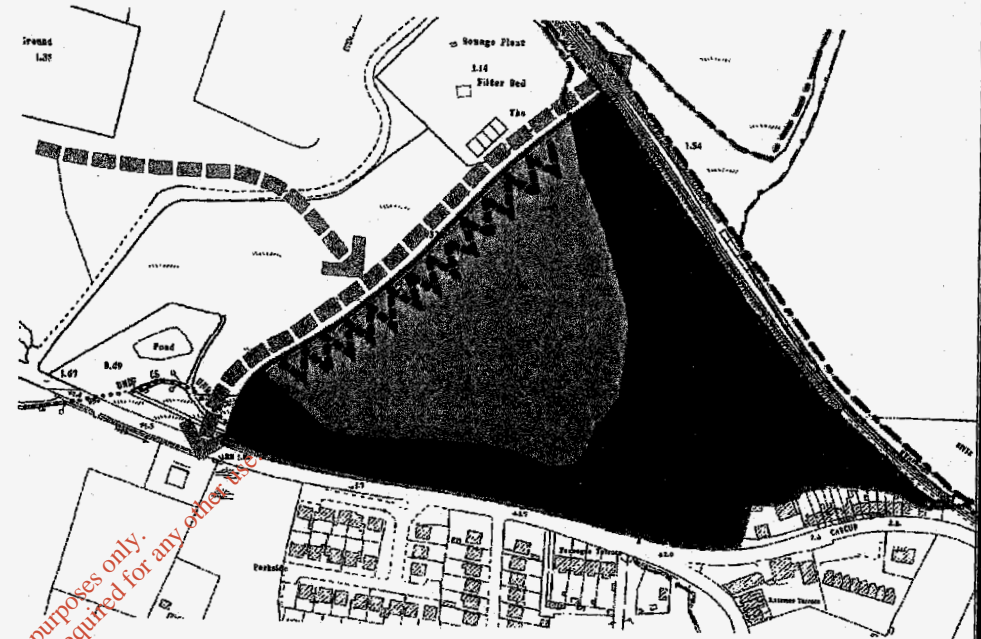
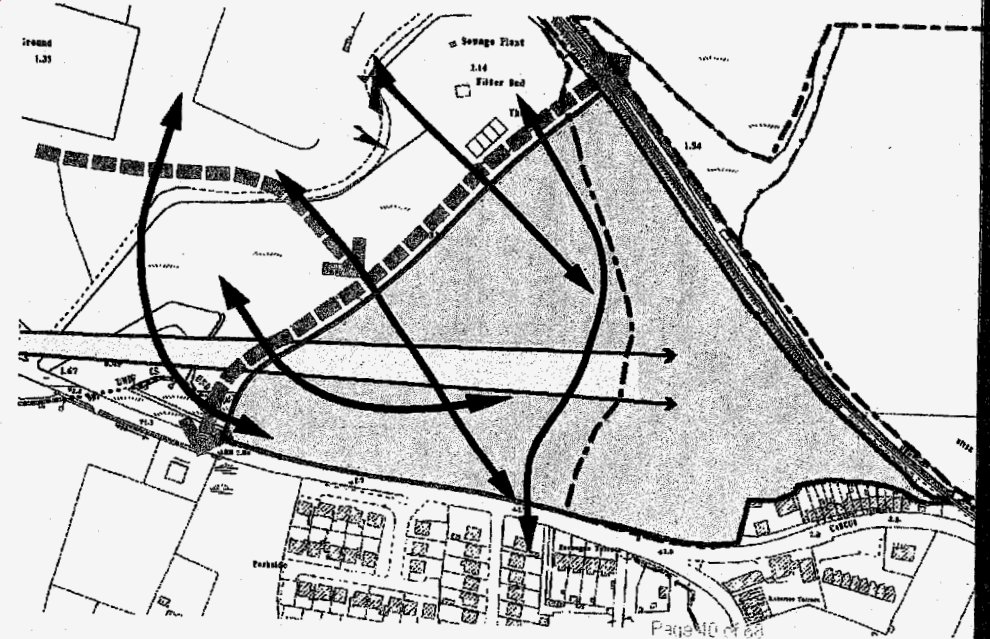


Fig. 5.8 - Conceptualisation II

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5.3 PROPOSAL

5.3.1 The Eco-Park

The intention is for the Eco-Park to support a critical mix of activities and opportunities for un-programmed interaction with the environment, sufficient to attract the critical mass of usage that will make the Eco-Park viable, as a public facility and environment of the highest quality. A park that provides attractions for all ages and social groups, a place to bring people together and also to allow people enjoy quiet moments of contemplation.

5.3.2 Sports and play facilities

The Eco-Park will contain a dished area of mown grass for the informal playing of games, community festivals, outdoor concerts and temporary exhibitions of large artwork.

A bowling green is proposed as a sports recreation in which older citizens can engage in, similar possibly to the bowling green in Dublin's Herbert Park.

A major adventure playground will amuse, young children to teenagers. The adventure playground should be more than the conventional playground of purpose specific equipment, but a play area, where children can innovate and develop their own amusement, using locally occurring materials, such as sand, shingle, reeds and timber. The concrete pipes presently dumped on the site could be incorporated into the adventure playground as sculpture, tunnels or windbreak device.

A car-park will be provided to invite usage of the park from all of the town and environs.

5.3.3 Engaging with Ecology

The Eco-Park will provide an opportunity for users to engage closely with the ecology of the wetlands and mudflats without compromising its integrity. Decks and platforms will be constructed for viewing and for lingering a while and consuming the intrinsic quality of the environment and climate.

Some interpretative boards may be distributed at appropriate locations, providing information and interpretation on the flora, fauna and processes of the wetlands, mudflats and the natural history of the Slaney Valley.

The woodland blocks planted throughout the Eco-Park are to be an addition to the biodiversity of the area, with mixed plantings of native trees. The leftover spaces of the park are to be left as meadows, with only annual cutting, except for mown verges adjacent paths, hard surfaces and site furnishings.

5.3.4 Passive engagement









Aside from the programmed and the environmental much of the value in a park, is from its presence as a place to engage passively. Somewhere simply to be, to stroll, to sit, to sunbathe, to loiter, to ponder. The Eco-Park will allow innumerable niches and possibilities for simply being.

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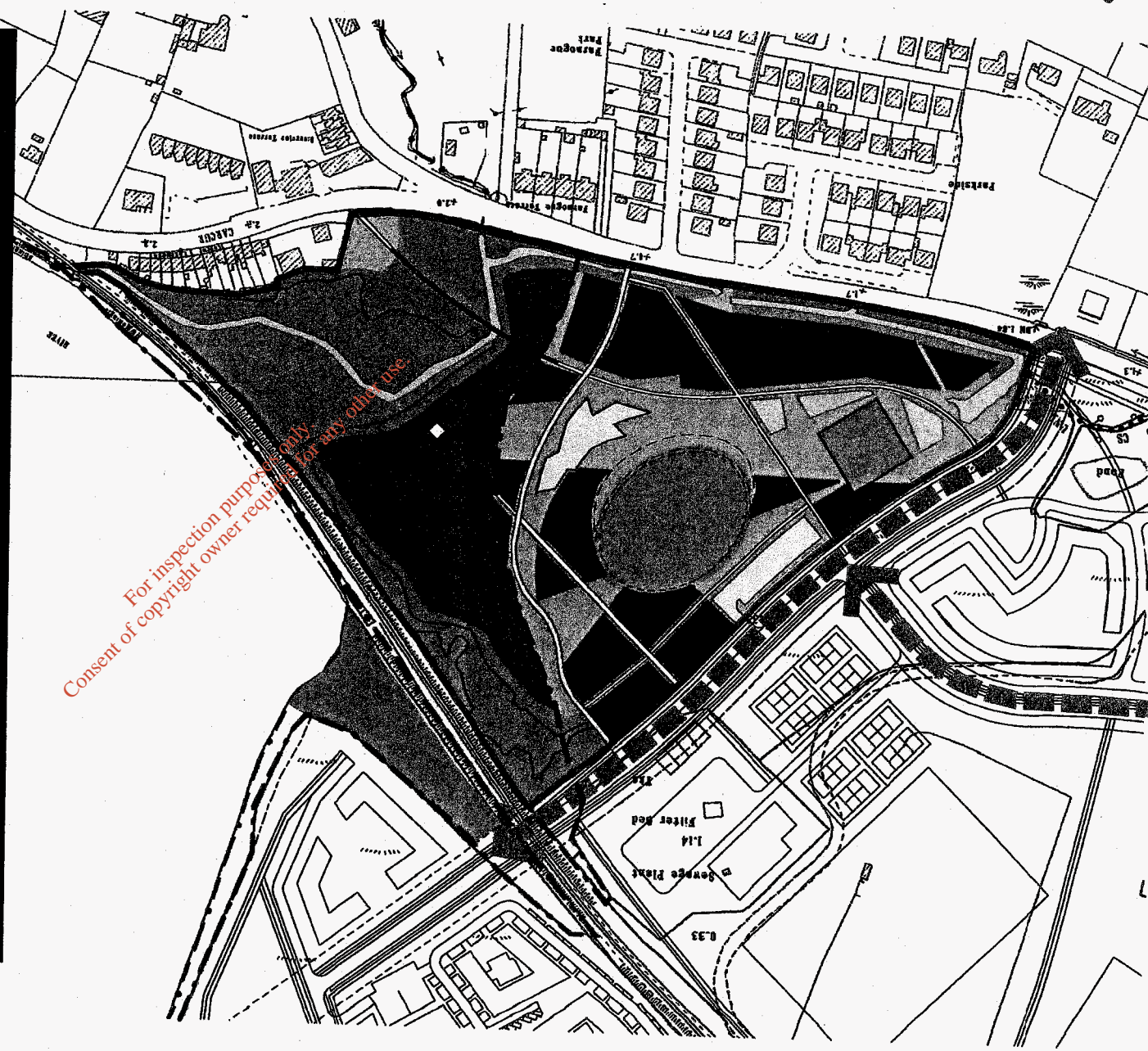
Fig. 5.9 – Carcur EcoPark
Urban Design Framework
Masterplan

LEGEND

-  Area of vegetation to be left to regenerate naturally
-  Proposed woodland plantings
-  Kickabout area
-  Adventure playground
-  Bowling Green
-  Surface Car-parking
-  Boardwalks and follies/pavilions
-  Boundary of Stanley Valley Natural Heritage Area

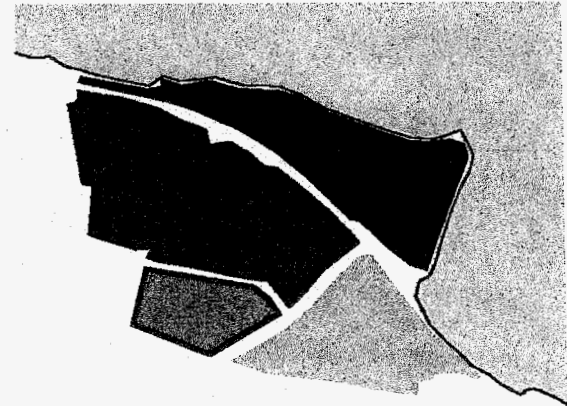
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0 100m 200m

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6.0 Park Lane

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6.1 EXISTING

6.1.1 Site Description & History

The Park Lane precinct consists of two parcels of land. The larger of the two parcels is defined by the two existing access roads into Carcur-Park and Redmond Rd. The second parcel is east of the unsealed access road into the treatment works and CRH Batchplant. The largest parcel of land is currently zoned R2, to provide for and protect residential amenities.

The total area of the Park Lane precinct is 47,967m.sq/4.8 hectares/ 12 acres. The lands have recently been used as an encampment by some traveller families, and for grazing horses.

6.1.2 Site Condition

The parcel of land east of the access road is low lying and wet, with a small pond and an area of wetland vegetation and a stream, which enters the land from under Redmond Rd.

The parcel west of the access road is a field of rough pasture. The topography of the land is dominated by a slope, which runs diagonally across the lands from southwest to northeast, sloping upwards to the northwest corner. The Northern boundary of the lands have been heavily modified to accommodate works to a GAA pitch, with associated ground modelling, resulting in steep embankments (see fig. 6.1)

A low hedgerow of *Crataegus sp.* and *Prunus sp.* runs diagonally through the largest parcel of land. A narrow taller hedgerow of primarily *Fraxinus sp.*, *Acer sp.*, *Sambucus sp.* and *Crataegus sp.* defines the western boundary of the lands with the existing access road to the rugby and GAA clubs. There are two groups of mature coniferous trees, *Cupressus macrocarpa* and *Pinus sylvestris* associated with the ruins of stone outbuildings in the western end of the precinct. The ruins are overgrown and obscured from view by dense scrub vegetation (predominantly *rubus sp.*).

Below the coniferous trees in the southwestern corner of the lands, the ground is low lying and extremely wet underfoot.

The soundscape of the Park Lane precinct is dominated by occasional traffic passing on Redmond Rd and the distant sound of traffic in the town.



Fig. 6.1 View of embankment



Fig. 6.2 View of ruins of stone outbuildings



Fig. 6.3 Mature coniferous trees *Cupressus macrocarpa*

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Sports Ground
1.35


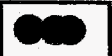




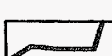
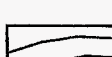
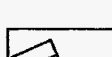
Fig. 6.4 – Park Lane
Existing Condition

1.14

Fill

Pond

LEGEND

- Rough grazing 
- Coniferous trees 
- Existing hedgerows 
- Area of scrub vegetation 
- Area of wetland vegetation 
- Surface water - ponds and stream 
- 2metre contours (indicative only) 
- Unsealed access road 
- Ruins of stone agrarian buildings and enclosures 



Plan @ Scale 1:1500



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6.2 POTENTIAL

6.2.1 Optimising

The Current condition of the Park Lane lands could be described as under-utilised considering its proximity to Wexford town, its roadside location and the abundance of recreational attractions locally. Most of the land is presently zoned for residential use and objective H8 of the Wexford Town and Environs Development Plan 2002, requires the provision of a group-housing scheme to house the traveller families that have been living on the lands.

The Park Lane precinct is of adequate size and appropriate shape and orientation, to be developed as a new neighbourhood.

6.2.2 Conceptualisation

Vista

A strong vista will be maintained from Redmond Rd across the study area towards Wexford Harbour, providing a dramatic visual event as one enters the town from Ferrycarrig.

Green Pockets

The low-lying pockets of ground in the southwest and southeast of the precinct are to be free of development in deference to their waterlogged condition and potential value as ecology and amenity. These green pockets will be incorporated into the public open space content of the neighbourhood.

Building Line

The building line will hold back from the green pockets, the mature coniferous trees and the line of the vista towards Wexford Harbour. The building line will provide building frontages to all major public thoroughfares enclosing the lands; in the interest of casual supervision and perceived security.

The group-housing scheme for six local traveller families will be located in the northeast corner of the precinct.

Skeleton

A skeleton of streets will striate the developable lands. Constructing a highly permeable network of movement. Providing strong linkages to the neighbouring facilities of the playing fields and Carcur Eco-Park. The skeleton will also encourage by shorter walking distances freer interaction between residents within the Park Lane neighbourhood.

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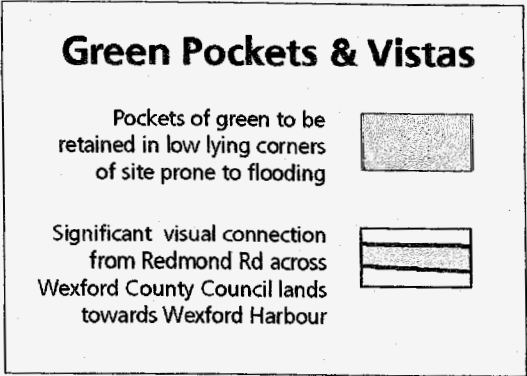


Fig. 6.5 – Conceptualisation I

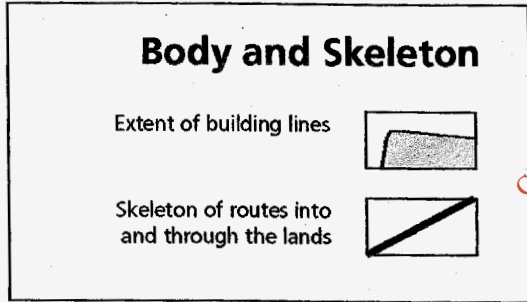
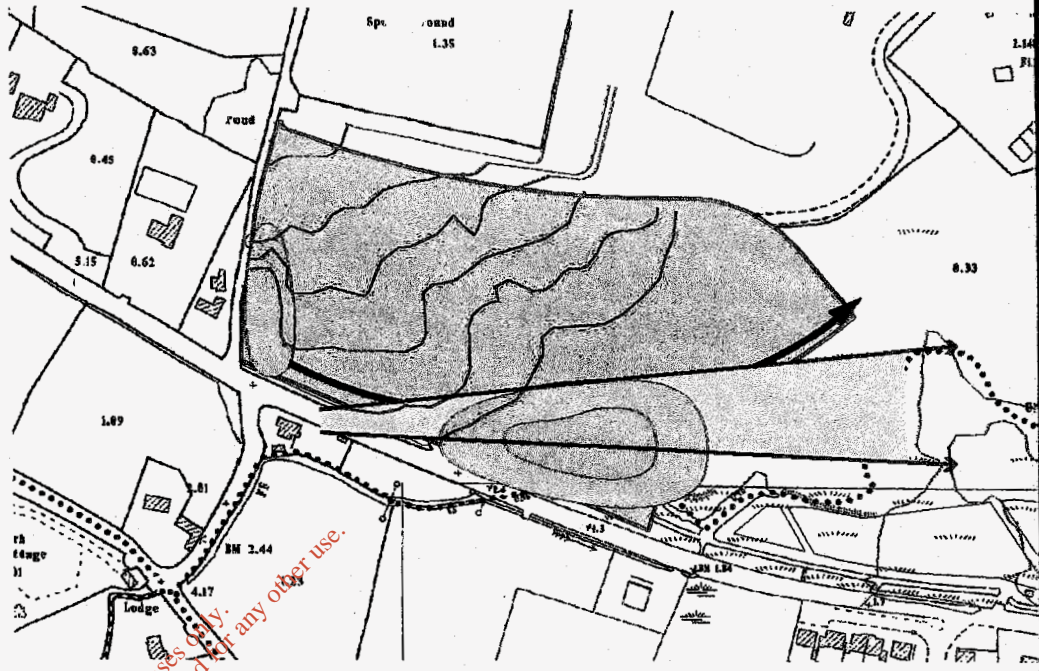
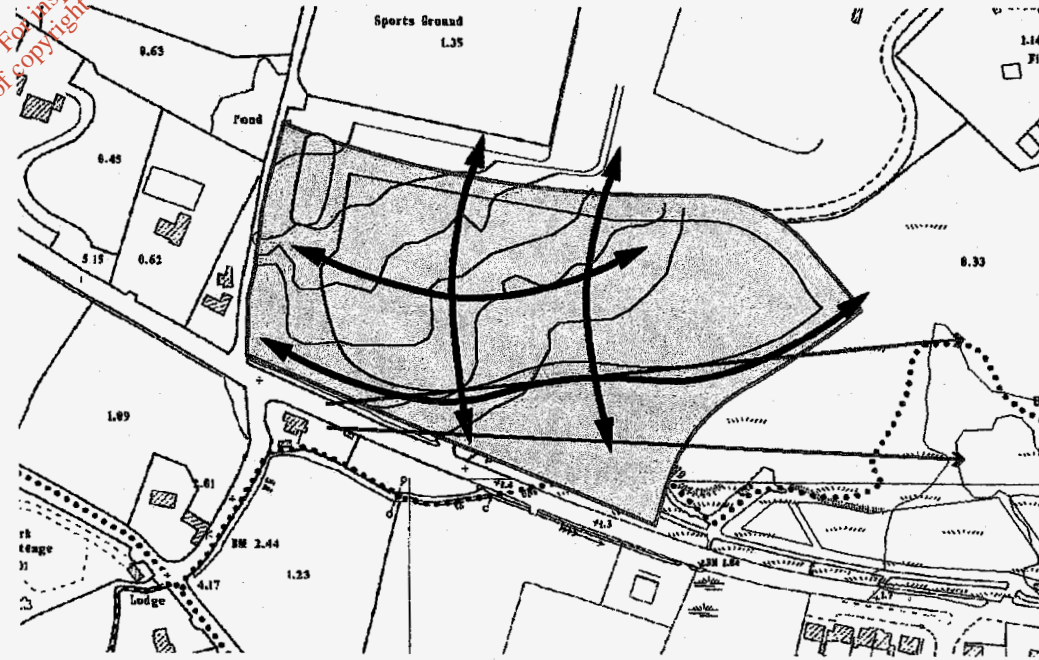


Fig. 6.6 – Conceptualisation II



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6.3 PROPOSAL

6.3.1 Urban Design Framework

The urban design framework for Park Lane establishes a template for developing Park Lane as a new urban neighbourhood that responds to national and local planning policy and the concern for sustainable development.

6.3.2 Development

Seven units of sheltered housing are to be provided in a small cluster development in the northwest corner of Park Lane. The site for the sheltered housing is 2,352m.sq in area. The sheltered housing scheme will have an entrance opening onto the proposed new access road servicing the rugby and GAA clubs.

An area equivalent to 72% (34,576m.sq) of the total area of Park lane is to be developed for residential development. Developed at residential densities of 15 – 20/acre; 129 – 172 units can be accommodated, housing a population of 290-388.

The residential development should contain a mix of dwelling types from 2-3 bedroom row-houses/duplex units to larger semi-detached homes. The residential development must incorporate a childcare facility of approximately 150m.sq.

The residential development will be accessible to vehicular traffic from the proposed new access road, which will also serve the rugby and GAA clubs. On completion of the proposed new access roads, the existing laneway from Redmond Rd to the rugby club, will be closed to vehicular traffic, but may be maintained as a pedestrian and bike path.

6.3.3 Green Spaces

An area of 11,038m.sq equivalent to 24% of the Park Lane precinct (excluding the group-housing scheme) is to be set aside as green space (public open space). The green spaces will incorporate existing ponds, wetland vegetation and trees existing on site. The green spaces will provide stormwater attenuation capacity for the residential development and will provide treatment to stormwater before release into the Carcur wetland system.

The green spaces are to be constructed and managed in the interest of protecting and developing local biodiversity, with meadow systems where appropriate as an alternative to sterile mown verges of grass.

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Sports Ground
1.35

Fig. 6.7- Park Lane, Urban
Design Framework
Masterplan

1.14
Fill

Pond

LEGEND

Public open space with
attenuation areas, wetlands
and lakes



Existing coniferous trees
to be retained



Existing hedgerows
to be retained



Private open space



Proposed building envelopes -
residential development



Sheltered housing units for
local traveller families



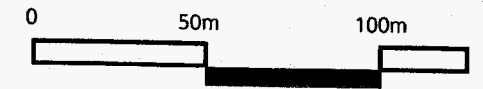
Pedestrian and bike paths
through open spaces



Roads



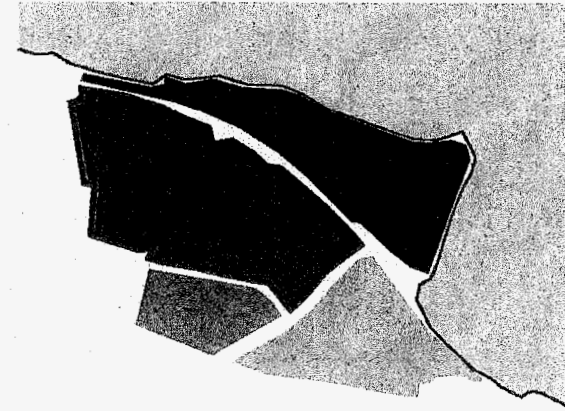
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7.0 Park Field

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7.1 EXISTING

7.1.1 Site Description & History

The Park Field precinct is 137,130.sq/ 13.7 hectares/ 34.2 acres and consists of GAA playing fields, changing rooms and a treatment works operated by Wexford County Council. The GAA facilities are being used by four separate clubs who each share part of the changing room building. The land is owned by six named trustees.

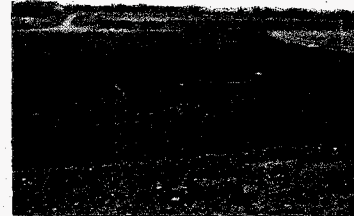


Fig. 7.1 View of GAA pitches

7.1.2 Site Condition

Park Field is dominated by the GAA playing fields, and hence is very open and exposed in character. At the centre of the precinct are the changing rooms, which have an associated hardstand area for car and bus parking. The GAA facilities are accessible from Redmond Rd. via a narrow rural laneway.



Fig. 7.2 View of pitches and embankment in background

Treatment works operated by Wexford County Council are situated in the northeast corner of the precinct.

The Wexford-Dublin rail-line and the associated complex of dense hedgerows define the northern boundary of the precinct. As a result of the playing fields the lands are predominantly flat except for a steep embankment formed as result of fill to construct a playing field in the southern end of the precinct.



Fig. 7.3 View of treatment works

There is a large stockpile of fill material and rubble, in the south of the precinct beside a bend in the existing access road.

7.2 POTENTIAL

7.2.1 Consolidation

The Park Field precinct is largely consolidated as an area for active recreation. It is considered that this condition should be continued and where possible strengthened with new recreational activities.

7.2.2 Opportunity

A major opportunity will arise when the operations of the existing treatment works are discontinued. This site may then be rehabilitated as an additional recreational facility for the area.

The location of the treatment works site adjoining the proposed new access road, make it a suitable location for a new community centre for indoor sports and social activity. To include a large sports hall, changing room facilities and bar/dining/function room.

The community centre might be operated by one or more of the local GAA clubs and could be made available to other interest groups.

To respond to the new community centre, the adjacent playing field can be realigned. All weather courts for tennis and other sports will be accommodated in association with the community centre.

7.2.3 Connections

In order to effectively connect all parts of the study area as one urban body, routes must be provided for pedestrians and bicycles through the Park Field precinct.

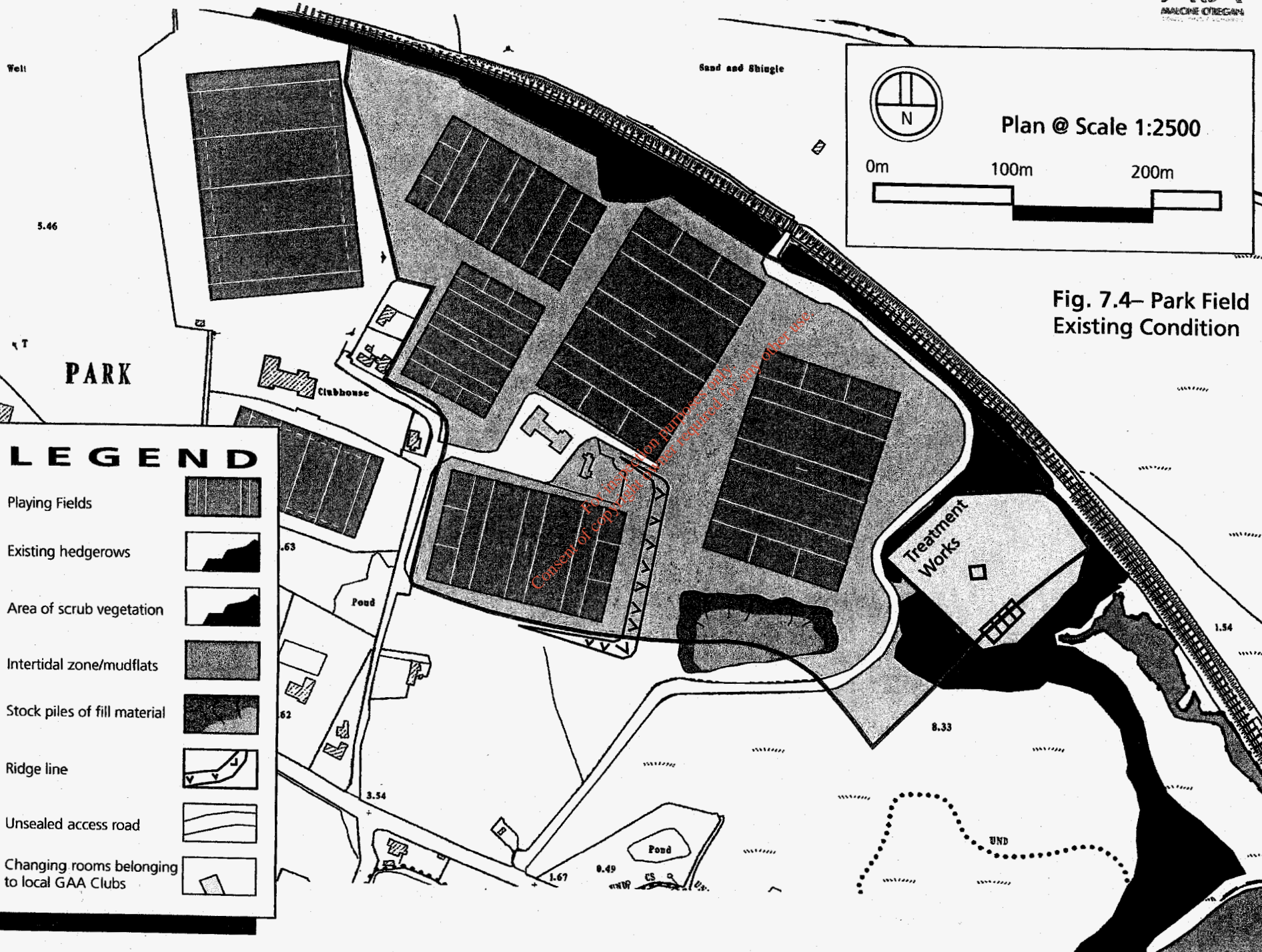


Fig. 7.4- Park Field Existing Condition

LEGEND

- Playing Fields
- Existing hedgerows
- Area of scrub vegetation
- Intertidal zone/mudflats
- Stock piles of fill material
- Ridge line
- Unsealed access road
- Changing rooms belonging to local GAA Clubs

Carour = Park, Action Area Plan

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7.3 PROPOSAL

7.3.1 Community Centre

The community centre building will have a groundfloor area of approximately 1300m². The centre will include a sports hall large enough for competitive basketball and an attached stage area for performance. The centre will have four changing rooms for team sports. A bar/dining/function room area will be incorporated, ideally with views overlooking the adjoining playing field.

The community centre building may additionally accommodate playing courts for squash and/or handball.

Outdoor courts for tennis and other sports will be included next to the community centre.

An area of surface car-parking will be associated with the community centre and its facilities.

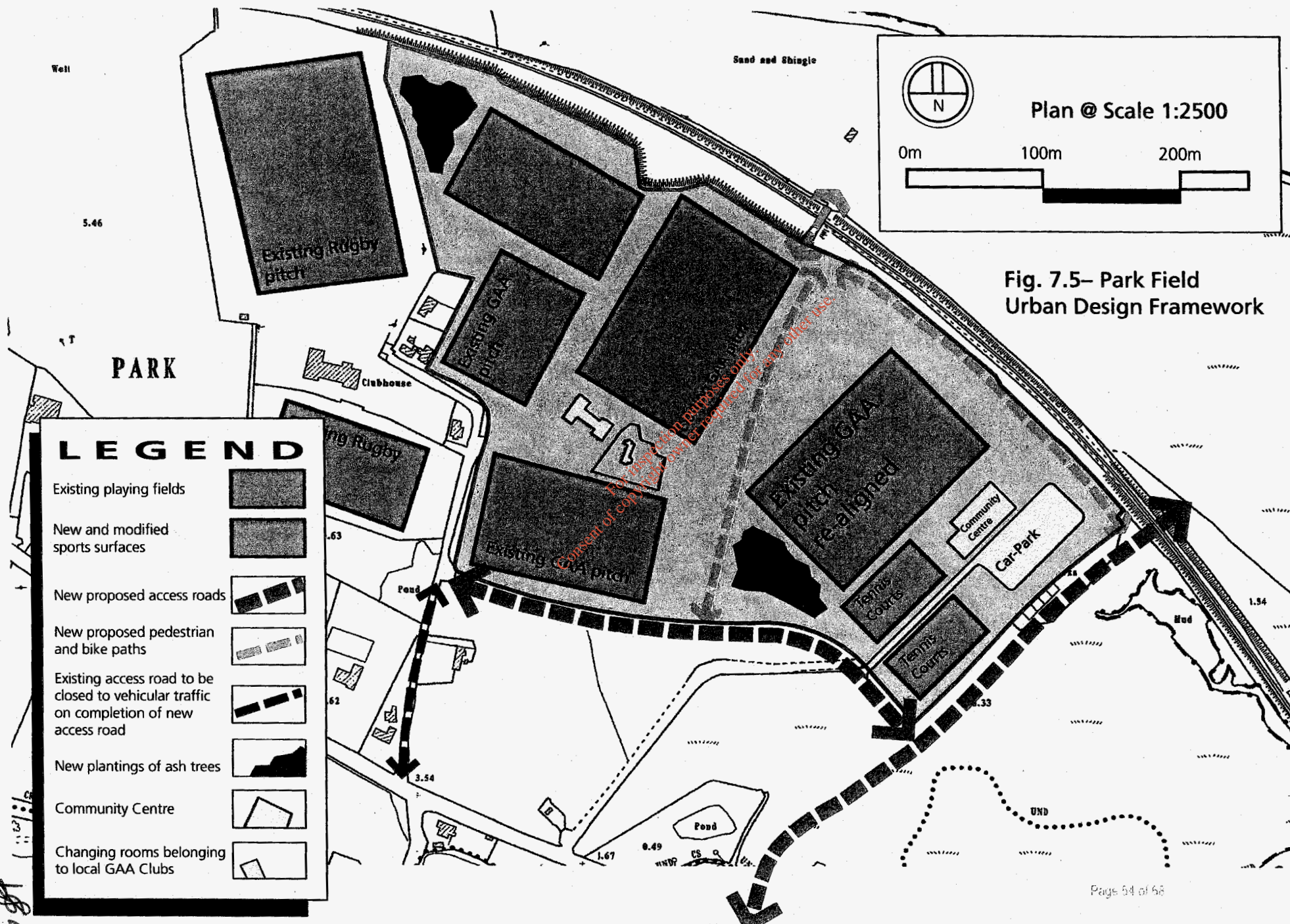
7.3.2 Connections

A pedestrian bike path will link the existing bridge into Somers' Point with the housing in Park Lane. A pedestrian bike path will follow the rail-line from the existing bridge to the proposed new access road, connecting with Carcur Eco-Park.

7.3.3 Left-over space

Areas of left-over space around playing fields and in under-utilised patches of land can be planted with native tree species, with an emphasis on Ash trees (*Fraxinus excelsior*) as a possible future supply of timber for hurley sticks.

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Plan @ Scale 1:2500

0m 100m 200m

N

Fig. 7.5- Park Field Urban Design Framework

LEGEND

- Existing playing fields
- New and modified sports surfaces
- New proposed access roads
- New proposed pedestrian and bike paths
- Existing access road to be closed to vehicular traffic on completion of new access road
- New plantings of ash trees
- Community Centre
- Changing rooms belonging to local GAA Clubs

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ANALOGUE DESIGN

8.0 Urban Design Guidelines

8.1 Urban Form

8.1.1 Residential Density

Residential densities are to be sufficiently high, in the interest of sustainable development to make adequate use of the subject lands while not overdeveloping.

Residential densities will be a minimum of 15 dwelling units to the acre.

8.1.2 Building Heights

Building heights are to be limited in the interest of the visual amenity of the lower Slaney valley landscape, the visual amenity of Wexford town and the environmental quality of the spaces between buildings.

8.1.3 Dwelling Mix

A mix of dwelling types are to be provided for in residential areas, in the interests of generating a balanced demographic and social mix among the population.

8.1.4 Energy

Buildings are to be designed and constructed in the interest of environmental sustainability, making optimal use of energy for light and heat.

Buildings are to be designed to optimise potential for passive solar gain.

All buildings are to be adequately insulated to minimise heat loss and heat gain.

All buildings will have solar panning/photovoltaic cells for the generation of solar power/heating water, meeting a minimum of 10% of the energy requirements of the activities of the building.

8.1.5 Ventilation

All buildings are to be designed to make optimal use of the potential for natural ventilation.

8.1.6 Rainwater

Rainwater is to be collected from the roofs of all buildings, stored and used within the buildings as second class water; for use in flush toilets, in heating systems and for irrigation of vegetation internally and externally.

8.1.7 Corners of Blocks & Book ends

All buildings at corners and at book ends (as in an end of terrace dwelling) will be dual aspect, with entrances and/or windows at all levels on the elevations facing the public domain.

8.1.8 Dwelling Numbers

In the interest of legibility all buildings and dwellings will have on their exterior on a façade facing the public domain, the postal name or number of the dwelling or building.

8.1.9 Letter Boxes

In the interest of occupational health and safety, all letterboxes and post boxes will be at a minimum height of 900mm from ground level.

8.1.10 Car Parking standards

Developments will be in line with the standards as set out in the Wexford Town And Environs Development Plan 2002. Providing a minimum of 1.5 spaces per dwelling.

A minimum of 2 nr. spaces will be provided for dwellings with four bedspaces or more. A maximum of 1 nr. car-park space will be provided for dwellings with two bedspaces or less.

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8.2 Urban Space

8.2.1 Roads

The access road into the development from Redmond Rd will adhere to the requirements for a Link road as set out in the Wexford Town and Environs Development Plan 2002 (p. 98);

With a minimum carriageway width of 7.5 metres with two 1.5 metre cycleways, two 2 metre footpaths and two 2 metre tree lined grass verges on each side (see fig. XX).

8.2.2 Residential Streets

Residential Streets are to have a maximum vehicular carriageway of 6metres from kerb to kerb. Pavements are to be provided along both sides of the road and are to be a minimum width of 2 metres.

8.2.3 Services

All service runs are to be accommodated under road surfaces or pavements, and must not pass under grass verges, open spaces or tree plantings. All pavements with service runs underneath are to be surfaced with a modular paving system, that can be dug up and re-laid should the need to access service runs arise.

8.2.4 Street Names

In the interest of legibility the names of all streets and roads will be posted clearly, on a free standing or wall mounted sign at the ends and junctions of streets.

8.2.5 Shared Surfaces

In shared surface areas pedestrians and vehicles are of equal priority. Shared surface areas should be surfaced in materials that clearly distinguish them from other streets and roads. In a coloured bitumen or paving. The surface materials of shared surface areas are to be porous, to reduce the amount of surface water run-off; for instance using a porous bitumen or modular paving laid over sand and hardcore (see fig. 29.0).

8.2.6 Traffic Calming

The vehicular entrances to shared surface areas are to be articulated with a ramp or rumble strip (see fig. XX).

4.2.7 Turning Radii

The corners of vehicular carriageways where shared surfaces connect with other streets are to have a maximum inner turning radius of 5 metres.

8.2.8 Bike and Pedestrian paths

Bike paths are to be clearly differentiated from pedestrian paths, with a different surface colour or material. Single way bike paths are to be a minimum of 1.5 metres wide; two-way bike paths are to a minimum of 2.5 metres wide.

8.2.9 Playgrounds

Playgrounds are to be surfaced in a non-organic durable safety surface; such as an approved wet pour or rubber tiles. The design of playgrounds and play equipment must comply fully with EU and national safety standard; IS EN 1176.

8.2.10 Landscape design

All planning applications for development are to be accompanied by a Landscape Masterplan (shown at a minimum scale of 1:500). The Landscape Masterplan is to be accompanied by a Landscape Management Report and Specification.

All open spaces are to be designed in an ecologically sensitive manner. Optimising the potential for open space as habitat for local species of flora and fauna.

8.2.11 Soil

All topsoil and subsoil to be maintained on site. Where stripped to allow for development, topsoil and subsoil is to be stored in approved stockpiles and protected from trafficking by temporary protective fencing.

8.2.12 Existing Vegetation

All existing vegetation, ponds and wetland vegetation to be retained on site, is to be protected with temporary fencing.

8.2.13 Green Space construction

All works to green spaces are to be undertaken in an ecologically sensitive manner. Avoiding any significant negative impacts on the biodiversity of the site.

8.2.14 On street car-parking arrangements

No more than four car-parking bays will be grouped together, either in side-on arrangement or perpendicular to kerb. There must be a minimum break of 1.5 linear metres between groups of car-parking bays, to allow for pedestrian accessibility, street furnishings and street trees.

8.3 Urban Process

8.3.1 Ecological continuity

Prior to the commencement of any development works, an environmental inventory is to be undertaken of the subject lands. Recording in detail the botanical content of the lands, to include trees, bushes, climbers, herbaceous perennials, annuals, ferns, grasses, rushes, horsetails, mosses and aquatics.

In the interest of maintaining ecological and genetic continuity, seeds and vegetation of a selected variety of species are to be collected from the lands and used to propagate new seed and plant material for re-vegetating the green spaces.

This is of critical importance for the cultivation of the wildflower meadows and planting new copses of trees. To be able to do so from the same genetic stock as presently exists on site.

8.3.2 Stormwater

All stormwater run-off from hard surfaces and buildings is to be collected, attenuated and treated on site.

8.3.3 Waste management & Recycling

Facilities are to be provided on site for the collection and temporary storage of domestic waste materials for recycling

A facility for the collection, storage and composting of green waste in from domestic gardens (cuttings, clippings and grass) is to be provided on site. Such a facility may be located in an area of Green Space.

8.3.4 Landscape Management

Landscape Management refers to the management of all areas of open space including all areas of hard and soft landscape.

All Green Spaces are to be managed in line with best practice for sustainability. Minimising the energy required to maintain open spaces and employing methods that protect the integrity and life span of the open spaces.

Regimes and methods for open space management must be sensitive to the needs of local flora and wildlife. Avoiding practices that can have significant negative impacts on local biodiversity.

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9.0 Appendix A

9.1 Development Schedule – SOMERS' POINT

9.1.1 Total the subject lands are:

13.01 hectares
 32.7 acres
 130,950 m.sq

9.1.2 Proposed Development Areas

Total Developable area 73,084 m.sq 56 % of lands
 Residential 47,737 m.sq 36 % of lands
 Mixed use area 25,295 m. sq 19 % of lands
 a. Inclusive of residential, retail (3000m.sq), office (3000m.sq), childcare facility (250m.sq)
 b. Hotel (10-20 bed) with a public bar, and restaurants.
 Water Recreation Facility 1,300 m.sq 1 % of lands

9.1.3 Proposed Site Coverage

Site coverage: Total Site of 130,950m.sq divided by total Groundfloor area of all developments of 21,730 m.sq;
 = 16%

9.1.4 Proposed Plot Ratio

Assuming an average build up of 3 storeys over the entire site:

Total site 130,950m.sq
 Total gross floor area at assumed average of 3 storeys: 65,190m.sq

Plot Ratio = gross floor area / site area = 0.5

9.1.5 Proposed Open Space

Total area of Open Space (to include Pumping station) 54,995.sq
 As percentage of total site 44 %

9.1.6 Proposed Residential Densities

Residential densities of between 15 and 20 dwelling units to the acre are proposed.

Net Density - Residential	Nr of units
15/acre, 37.5/hectare	270
20/acre, 50/hectare	365

Net Density	Persons per dwelling	Population
15/acre	2.25 people per dwelling	607
20/acre	2.25 people per dwelling	821

Proposed area of residential development to include 650m.sq of retail and community uses and some office uses.

9.1.7 Childcare Facility

Nr of Dwellings	Nr of places	Drop in centre m.sq	Day care centre m.sq
270	72	144	216
365	97	194	291

9.2 Development Schedule – PARK LANE

9.2.1 Total the subject lands are:

4.8 hectares
 12 acres
 47,966 m.sq

9.2.2 Proposed Development Areas

Sheltered Housing 2,352 m.sq 5 % of lands
 Residential Development 34,576 m.sq 72 % of lands

9.2.3 Proposed Site Coverage

Site coverage: Total Site of 47,966m.sq divided by total Groundfloor area of all developments of 8,418 m.sq;
 = 18%

9.2.4 Proposed Plot Ratio

Assuming an average build up of 3 storeys over the entire site:

Total site 47,966m.sq
 Total gross floor area at assumed average of 3 storeys: 25,254m.sq

Plot Ratio = gross floor area / site area = 0.55

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Carcur – Park, Action Area Plan

9.2.5 Proposed Open Space

Total area of Open Space 11,038m.sq
As percentage of total site 24 %

9.2.6 Proposed Residential Density

Residential densities of approximately 15 dwelling units to the acre are proposed.

Net Density - Residential	Nr of units
15/acre, 37.5/hectare	129

Net Density	Persons per dwelling	Population
15/acre	2.25 people per dwelling	290

Proposed area of residential development to include 650m.sq of retail and community uses and some office uses.

9.2.7 Childcare Facility

Nr of Dwellings	Nr of places	Drop in centre m.sq	Day care centre m.sq
129	34	68	102

9.3 Environmental Designations

Site Designations Special Areas of Conservation

These are areas of special importance to wildlife habitats and species, and would form part of the Irish contribution to the EU Natura 2000 network. Natura 2000 is an EU network of ecologically important sites which Member States are required to establish under the EU Habitats Directive (92/43/EEC). The Directive lists priority habitats and species which must be conserved.

The European Communities (Natural Habitats) Regulations 1997 (Statutory Instrument 94/97) transposed the Directive into national legislation in February, 1997. These Regulations place the responsibility for protecting sites on the Minister for Arts, Heritage, Gaeltacht and the Islands.

Under the terms of the Directive, any plan or project likely to have a significant adverse impact on a site must be subject to an assessment of its implications for the site.

Special Protection Areas

Member states of the EU are required under the EU Birds Directive (79/409/EEC) to seek to protect the habitats of certain categories of birds. This is to be achieved by creating protected areas, managing habitats and a range of other measures. The Birds Directive has been implemented by orders declaring Nature Reserves and by various other regulations under the European Commission Acts, 1972 – 92.

Natural Heritage Areas

These are sites of national importance by reason of their flora, fauna, geological or physiographic interest. They are part of the strategic network of areas originally identified by An Foras Forbartha as Areas of Scientific Interest.

9.4 Green Spaces – Recommended Species

9.4.1 Native trees and shrubs for woodland planting

<i>Acer campestre</i>	<i>Quercus petraea</i>
<i>Alnus glutinosa</i>	<i>Quercus robur</i>
<i>Betula pendula</i>	<i>Rosa rugosa</i>
<i>Betula pubescens</i>	<i>Salix alba</i>
<i>Crataegus monagyna</i>	<i>Salix caprea</i>
<i>Corylus avellana</i>	<i>Sorbus aucuparia</i>
<i>Fraxinus excelsior</i>	<i>Viburnum opulus</i>
<i>Ilex aquifolium</i>	
<i>Prunus avium</i>	
<i>Prunus padus</i>	

9.4.2 Native plant species for new wetland plantings:

<u>Common Name</u>	<u>Botanical Name</u>
Water Plantain	<i>Alisma plantago aquatica</i>
Water horsetail	<i>Equisetum arvense</i>
Yellow Flag Iris	<i>Iris pseudacorus</i>
Water Mint	<i>Mentha aquatica</i>
Phragmites	<i>Phragmites australis</i>
Branched Bur-reed	<i>Sparangium erectum</i>

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9.5 Residential Development Standards

From the Wexford Town and Environs Development Plan 2002

9.5.1 APARTMENTS

Car-parking 1-2/dwelling
Cyclestands 1/5 car-park spaces

Open Space
10% of site area/ 15m.sq /bedspace

Dwelling	Min. Floor Area m.sq Wexford Town and Environs Development Plan	Dept. of Environment Social Housing Design Guidelines 1 storey	Dept. of Environment Social Housing Design Guidelines 2 storey
Bedsit/studio	30	33	
1 bed (2 bedspaces)	38	42	
2 Bed (3 bedspaces)	55	52	
2 Bed (4 bedspaces)		62	74
3 Bed (4 bedspaces)		65	77
3 Bed (5 bedspaces)	70	74	86

9.5.2 HOUSING

HOUSING DENSITIES (as per Wexford Town and Environs Dev. Plan)

	Bedspaces/acre	Units/Per Acre Assuming average of 5 bedspaces/unit	Units/Per Hectare Assuming average of 5 bedspaces/unit
R1 – to provide for low residential densities	24 max	4.8 max	12 max.
R2 – to provide for and protect residential amenities	24 min.	4.8 min.	12 min.
R3 – to provide for medium residential densities	75 min.	15 min.	37.5 min.

9.5.3 PRIVATE OPEN SPACE

Minimum rear Gardens

	M.sq
Low Density Residential (R1 zone)	75
Low Density (R2 zone)	60
Medium Density (R3 zone)	60

Minimum distance between bedroom windows of back - back facing dwellings: 15 metres

Minimum distance between gable ends of detached houses, semidetached houses and end of terrace houses: 2.3 metres

9.5.4 Childcare Facilities

DEVELOPMENT STANDARDS (as per Wex. Town Dev. Plan)

- 1/75 dwellings, min. 20 places
- 2sq.m/child (sessional service, drop in centre)
- 3sq.m/child (full day care)

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10.0 Appendix B (Environmental Assessment)

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10.0 Environmental Assessment

The European Union directive 2001/42/EC of June 2001 requires that an assessment of the impacts of certain plans and programs be carried out. This includes plans pertaining to the planning of towns and regions.

The assessment of the likely significant impacts of the implementation of the Carcur – Park, Draft Action Area Plan outlined in this document are based on parameters set down in the EU directive 2001/42/EC, the United Nations Rio Conference 1992, Agenda 21, the Treaty of Amsterdam and the Johannesburg Summit 2002.

10.1 Objectives of the Action Area Plan

The objective of the Action Area Plan is to establish an Urban Design Framework for the future of the Carcur Park area. A Framework within which the study area can be developed in an ordered sustainable manner, without compromising the environmental quality of the locale or the quality of life enjoyed by the residents of Wexford town and its surrounds.

In preparing the plan regard was had to relevant European Union and National planning policies. Particular regard was had to the National Spatial strategy 2002 – 2020, the Wexford County development Plan 2001 and the Wexford Town and Environs Development Plan 2002.

10.2 Current Environmental Condition of Carcur – Park.

The following description is based on desk studies undertaken and visits made to the site by the consultants between October and December 2002.

The shoreline of the study area and some adjoining areas of wetland vegetation and mudflats are of national importance and fall within the boundaries of the Slaney Valley Natural Heritage Area and the Special Area of Conservation.

In stark contrast other patches of the study area are significantly contaminated as a result of their previous and existing uses and the existing environment is severely degraded both visually and biologically. Adjoining the wetlands in Carcur is a now disused landfill site and a functioning sewage treatment works.

North of the Dublin – Wexford rail-line Cement Roadstone Holdings (CRH) operate a batchplant for producing concrete. Approximately half or less of the CRH lands are under utilised or unused and are covered in areas of scrub vegetation and wet pasture. The CRH lands were previously exploited as sand and gravel pits and as a result of this the landform is extremely irregular

The access road into the CRH land is via local authority lands through which CRH have a right of way. It is unsealed and of poor visual and structural quality. The sides of the road are un-kerbed and un-culverted and there appears to be a lot of run off

of contaminated material. The access road is also littered on either side with domestic waste.

The western half of the study area is not of any remarkable or significant physical character. Much of it is occupied by a collection of playing fields belonging to four local GAA clubs. Boundary fencing separates the playing fields and occasionally some recently planted trees. The physical character is open with some localised changes in level and an isolated changing room building and an individual dwelling.

Between the fields and the Wexford – Ferrycarrig road is a grazed agricultural field. The lowest parts of the field contain ponds and wet meadows in its corners. On the western boundary of the field are the ruins of stonewalled agrarian buildings and two groups of mature coniferous trees. The northern edge of the field is defined by a recently constructed chain link fence and is un-vegetated.

10.3 Existing characteristics of Carcur-Park likely to be affected by the Action Area Plan.

Implementing the Action Area plan in full will transform large parts of the study area, notably those areas currently contaminated or under utilised such as the old landfill site.

The more physically sensitive areas such as the wetlands, mudflats and shoreline will be left free of any developments, except for some pedestrian paths and boardwalks.

The area of playing fields is intensively used for recreation and of enormous amenity to the town of Wexford as a whole. These will be largely unaffected, except for the introduction of additional sports facilities.

The Action Area Plan seeks explicitly to enhance the value of the Carcur – Park area as a place to live and a place to visit. A place of interest and with attractions for the town.

The framework and guidelines outlined in the Action Area plan is an attempt to guide development of the area in an ordered and sustainable manner without degrading the existing environment. However not all potential negative impacts can be avoided.

Slight or negative impacts must be critically assessed and evaluated against potential positive environmental impacts.

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10.4 Environmental Assessment Matrix Methodology

The assessment of the potential environmental impacts of implementing the Action Area plan are analysed and described in five sections described: F1, F2, F3, F4 and F5. Section F1 pertains to impacts as a result of the Action Area plan as a whole, sections F2 - F5 pertains to the potential impacts of implementing the Action Area plan on a precinctual basis, i.e. section F2 pertains to the potential environmental impacts of implementing those parts of the Action area Plan specific to Somers' Point.

Each section and its constituent parts is measured using an environmental assessment matrix against a set of Environmental Assessment criteria and given a rating; positive (+), negative (-) and neutral (0).

The cumulative rating in respect of each chapter is taken to establish its overall impact.

10.5 Planning Process

All planning applications received by the local planning authority will be assessed with regard to possible impacts on the environment. Any proposed developments that in the opinion of the planning authority, would have a significant impact on the environment will not be permitted unless appropriate modifications or mitigation measures are included. Notwithstanding the inclusion of any modification or mitigation measures, where the planning authority is not satisfied that the proposed development can be carried out without significant impacts on the environment, such development should be refused planning permission.

10.6 Environmental Assessment Criteria

- Human
 - Access to housing, health, education and social amenity.
 - Access to employment.
 - Access to transport modes
 - Socio-economic diversity and sustainability (regarding: population, services, employment opportunities and housing)
 - Access to all facilities by the physically disabled.
- Flora and Fauna
 - Areas with international, national and local habitat designations.
 - Existing local biodiversity; habitats, populations, species mix.
- Atmosphere
 - Air quality
- Hydrology
 - Ground and surface water quality.
 - Riverine erosion and deposition.

10.7 Environmental Assessment Matrix

- = Potentially Positive Environmental Impact
- = 0 Potentially Neutral Environmental Impact
- = - Potentially Negative Environmental Impact

- Landscaping and Visual
 - Landscape character
 - Landscape permeability
 - Views and prospects.
 - Streetscapes.
- Material Assets/Resource Consumption
 - Infrastructure
 - Movement and connectivity.
 - Consumption of renewable resources.
 - Consumption of non-renewable resources.
- Cultural Heritage
 - Archaeological sites and structures.
 - Historically significant patterns and artefacts.
 - Conservation areas and protected structures.

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Section	Description	Human	Flora and Fauna	Atmosphere	Hydrology	Landscape and Visual	Material Assets/ Resource Consumption	Cultural Heritage
F1	Study Area as a whole							
	<p>New Access road and bridge over the Wexford-Dublin rail-line. New Sewer main underneath access roads. New and improved connection onto Redmond Road. Increased traffic levels using Wexford – Ferrycarrig road. Significant Increase in local population.</p> <p>Construction of roads and infrastructure services and associated enabling works</p> <p>Management of roads and pedestrian/bike paths. Management of services infrastructure.</p>	+	0	-	0	0	-	0
<p>Evaluation summary:</p> <p>The implementation of the Action Area Plan as whole will have a primarily neutral environmental impact. There will be positive impacts for Human with the greater availability of housing and access to amenities. Increased levels of motorised traffic will have negative impacts on air quality and for the levels of non-renewable resources consumed.</p>								

Section	Description	Human	Flora and Fauna	Atmosphere	Hydrology	Landscape and Visual	Material Assets/ Resource Consumption	Cultural Heritage
F2	Somers' Point							
	<p>Residential neighbourhood and small mixed use village centre, with retail shops, offices and community facilities. Large areas of public open space with attenuation areas, ponds and reed beds. Children's playground. Water recreation facility (boathouse/sailing club).</p> <p>Construction of buildings, roads, pedestrian/bike paths and associated enabling works. Landscape hardworks and softworks to public open spaces.</p> <p>Landscape management of public open spaces. Management of streets, roads and pedestrian/bike paths. Management of services infrastructure.</p>	+	0	-	0	0	-	0
<p>Evaluation Summary:</p> <p>The implementation of the Action Area Plan pertaining to the Somers' Point precinct will have a primarily neutral environmental impact. There will be positive impacts for Human with the greater availability of housing and access to amenities, with a new shared pedestrian and bicycle promenade along the shoreline and a village square with retail, restaurants, bar and community facilities. Flora and Fauna will initially experience disruption during construction, however the Action Area Plan fully implemented consolidates the vulnerable shoreline as a habitat and provides extensive new ponds and wetland habitat and copses of native woodland. Increased levels of motorised traffic will have negative impacts on air quality and for the levels of non-renewable resources consumed.</p>								

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Section	Description	Human	Flora and Fauna	Atmosphere	Hydrology	Landscape and Visual	Material Assets/ Resource Consumption	Cultural Heritage
F3	Carcur							
	<p>New regional public park, with an adventure playground, bowling green, environmental sculpture, kickabout areas, native woodlands, meadows, boardwalks, paths and car-parking.</p> <p>Remedial works to disused landfill.</p> <p>Construction of park; Landscape hardworks and softworks.</p> <p>Landscape management of park.</p>	+	+	+	0	+	+	0
<p>Evaluation summary:</p> <p>The environmental impact of implementing the Action Area Plan pertaining to the Carcur precinct will be overwhelmingly positive. Implementing the proposed public park will have positive environmental impacts not only locally but for the town of Wexford as a whole.</p>								

Section	Description	Human	Flora and Fauna	Atmosphere	Hydrology	Landscape and Visual	Material Assets/ Resource Consumption	Cultural Heritage
F4	Park Lane							
	<p>New residential neighbourhood, to include sheltered housing units. Small pockets of public open space with existing ponds and wetland vegetation incorporated. Pedestrian and bike paths connecting to public park in Carcur and playing fields.</p> <p>Construction of buildings, roads, pedestrian/bike paths and associated enabling works. Landscape hardworks and softworks to public open spaces.</p> <p>Landscape management of public open spaces. Management of streets, roads and pedestrian/bike paths. Management of services infrastructure.</p>	+	0	-	0	0	-	0
<p>Evaluation summary:</p> <p>The implementation of the Action Area Plan pertaining to the Park Lane precinct will have a primarily neutral environmental impact. There will be positive impacts for Human with the greater availability of housing. Increased levels of motorised traffic will have negative impacts on air quality and for the levels of non-renewable resources consumed.</p>								

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Section	Description	Human	Flora and Fauna	Atmosphere	Hydrology	Visual	Landscape and Resource Consumption	Material Assets/	Cultural Heritage
F5	Park Field New community sports centre and associated all weather playing facilities. Realignment of existing playing field. New plantings of native tree species, predominantly Ash. Construction of community sports centre, associated car-parking, access roads and services infrastructure. Landscape hardworks and softworks to playing fields and left over spaces. Landscape management of playing fields and vegetation. Management of roads and pedestrian/bike paths. Management of services infrastructure.	+	+	0	0	+	+	0	
<p>Evaluation summary:</p> <p>The environmental impact of implementing the Action Area Plan pertaining to the Park Field precinct will be positive. Consolidating the recreational function of the precinct and adding to the range of recreational activities will add to the attractiveness and usability of the area and will be of enormous value to the town of Wexford.</p>									

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