

Wexford Town Local Area Plan 2024-2030

Pre-draft Consultation Report

November 2023

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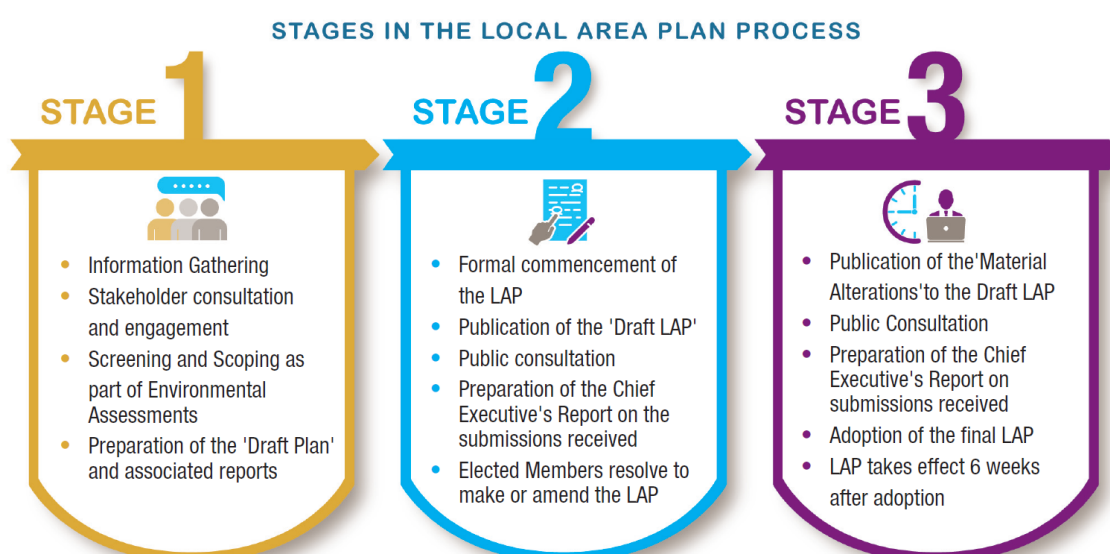
Acronyms

AA	Appropriate Assessment
ABTA	Area Based Transport Assessment Advice Note
CDP	Wexford County Development Plan 2022-2028
CFRAM	Catchment Flood Risk Assessment Management
DECC	Department of Environment, Climate and Communications
DHLGH	Department of Housing, Local Government and Heritage
DMURS	Design Manual for Urban Roads and Streets
ESRI	Economic and Social Research Institute
FDI	Foreign Direct Investment
GIY	Grow It Yourself
HABA	Heritage and Biodiversity Areas
HSE	Health Service Executive
LAP	Local Area Plan
LECP	County Wexford Local Economic and Community Plan
LTP	Local Transport Plan
NMS	National Monuments Service
NPF	National Planning Framework
NPO	National Policy Objective
NTA	National Transport Authority
OPR	Office of the Planning Regulator
OPW	Office of Public Works
PES	Priority Environmental Status
RBMP	River Basin Management Plan
RMP	Record of Monuments and Places
RSES	Regional Spatial and Economic Strategy
RPO	Regional Planning Objective
SEA	Strategic Environmental Assessment
SFRA	Strategic Flood Risk Assessment
SPPR	Specific Planning Policy Requirement
SRA	Southern Regional Assembly
SuDS	Sustainable Drainage Systems
TII	Transport Infrastructure Ireland
URDF	Urban Regeneration Development Fund

Introduction

1.1 Background

Wexford County Council (WCC) has commenced the preparation of a new Local Area Plan (LAP) for Wexford Town in accordance with the provisions of Section 20 of the Planning and Development Act, 2000 (as amended). The preparation of the LAP is currently at Stage 1 - Pre-draft.



Local area planning is the level of spatial planning closest to local communities. Local communities are made up of a variety of different interest groups including residents and bodies representing particular interests in the community such as younger people, older people and people with disabilities. These communities are also made up of interest groups who are key to enabling the achievement of LAPs such as landowners, developers, infrastructure providers, employers, chamber of commerce and similar organisations. It is therefore important that the local community are involved in the plan preparation process to ensure the plan is based on effective public participation and consultation.

While Section 20(1) of the Act does not prescribe the requirements for public consultation at Stage 1, WCC decided to carry out extensive pre-draft consultation to gain an understanding of the key issues which the local community consider important for their town, and which should be considered in forming and framing the overall vision, strategies and objectives in the new LAP.

The purpose of this report is to provide a summary of the pre-draft consultation undertaken to date, and to provide a summary of the main issues raised in the submissions and observations received during the consultation period. A response is provided at the end of each summary section.

1.2 Pre-Draft Consultation

1.2.1 Notice of Intention to prepare a new LAP for Wexford Town

A public notice was published in the local newspapers and on the Council's website on Wednesday 7th June 2023 announcing the Planning Authority's intention to prepare a new LAP for Wexford Town, and advertising the pre-draft consultation period which ran from Thursday 8th June 2023 through to 4pm on Tuesday 8th August 2023. The consultation period was also advertised on local radio, through WCC's social media channels, and via MapAlerter text and email alerts.

The notice invited people (and in particular children and young people and those with specific needs) with an interest in the town's future to share their views. The notice advised that written submissions and observations could be made by post, email or through the Council's online consultation portal during the consultation period dates listed above.

The notice also set out the dates of the public consultation events being held during this time, as well as a link to the Consultation Paper and the locations where hard copies of the Consultation Paper could be accessed.

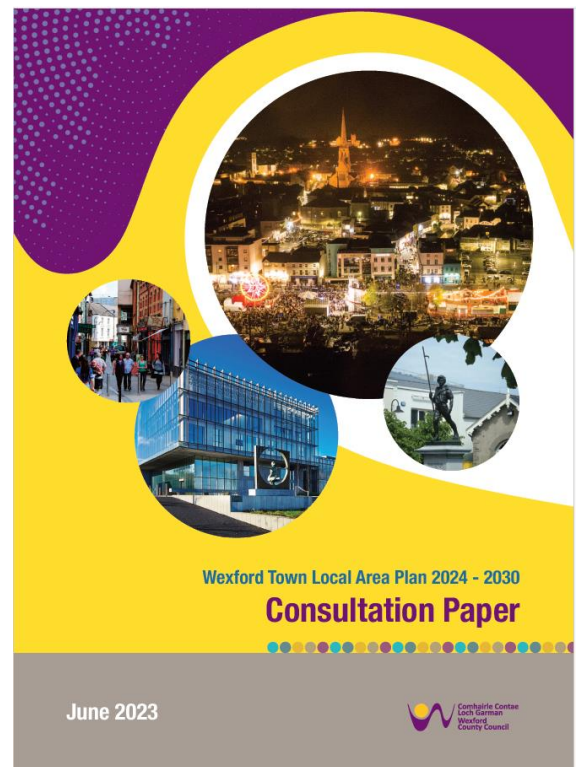
1.2.2 Consultation Paper

A Consultation Paper was published, the aim of which was to outline the plan preparation process, to provide baseline information on the town, and to set out some of the strategic issues the public may wish to consider in making a submission. The Consultation Paper also provided the details of how to make a written submission.

Copies of the Consultation Paper were available to view at, and obtain free of charge from, County Hall, Carricklawn and Wexford Town Library. The Consultation Paper was also available to view on the Council's website and Consultation Portal. The Consultation Paper was also distributed at the drop-in public consultation events in the library, and the stakeholder workshop.

The Consultation Paper addressed the following broad topic areas, and each topic had a set of prompting questions to stimulate thinking about policy responses:

- The Vision for Wexford Town
- A Town for Everyone
- Population and Housing
- Town Centre and Regeneration
- Climate Action, Biodiversity, Green Blue Infrastructure and Flood Risk Management
- Social Infrastructure and Healthy Wexford
- Transport
- Economic Development and Tourism
- Built and Archaeological Heritage



1.2.3 Prescribed Authorities and Stakeholders

The notice and Consultation Paper was circulated to the relevant prescribed authorities at the start of the consultation period in June 2023.

The notice and Consultation Paper were also circulated to key infrastructure providers and other targeted stakeholders across a variety of sectors including education, enterprise, transport and community to name but a few. The list of those consulted is set out in Appendix B with a total of 168 no. pre-draft notifications issued to Prescribed Authorities and key stakeholders.

1.2.4 Public Participation Network

The Consultation Paper was also distributed to the Wexford Borough District members on the Public Participation Network (PPN). The use of the network was an excellent mechanism for raising awareness of the importance of the LAP and in facilitating the participation and representation of communities in policy formation. The list of the list of relevant PPN members is contained in Appendix B.

1.2.5 Public Drop-in Consultation Events

The Forward Planning Team held two drop-in sessions for members of the public during the consultation period. These were held in Wexford Town Library, on Wednesday 14th June 2023 (10.30am – 1.30pm) and Thursday 13th July 2023 (5.00pm – 8.00pm). Both drop-in sessions were well attended following advertisements within radio, print media and across social media platforms, and there was a wide age cohort of attendees.

The drop-in sessions consisted of members of the Forward Planning Team being available to discuss the overall LAP process with members of the public, together with addressing queries, concerns and comments raised by members of the public.



1.2.6 Facilitated Workshop Consultation

A facilitated workshop was held on Thursday 20th July 2023 from 2.00pm – 5.00pm in White’s Hotel, Wexford Town. This workshop was attended by 32 people including representatives and stakeholders from a range of sectors including local businesses, environmental groups, community leaders, students, local authority staff and planners. The workshop was facilitated by Marc Coleman of Octavian Economics.

The workshop included discussions around the key visions and principles that each participant had for Wexford Town across the new plan period (i.e. to 2030), after which the discussions were broken down by theme. The themes discussed were:

- Housing
- Climate, Biodiversity, Energy and Heritage
- Transport
- Economic Development

Large-scale maps of the LAP study area were also provided to each table for “marking up” with key opportunities, issues, proposals and comments.

While formal feedback was not sought as part of the workshop, many of the participants remarked that the workshop was found to be useful and beneficial for exploring some of the key themes and subsequent issues that need to be addressed through the new LAP.

The workshop facilitator provided a report on the outcomes of the workshop which is contained in Appendix C.

1.2.7 Social Infrastructure Audit Consultation

In order to inform the requirement for future land and facilities for community, education, childcare, recreation and social uses, a questionnaire was circulated via the Council’s social media channels and website. A total of 94no. responses were received, circa 70no. of which referred to services within the study area for the LAP. A lot of valuable information was gathered which will inform the plan.

1.2.8 Other Consultation Meetings (Internal and External)

Meetings have been held with the Borough of Wexford District Elected Members and Oireachtas Members, along with a range of internal departmental meetings across the past months. Each of the departments provided an outline of the operational functions of their respective sections, together with an update on their different projects, plans and developments that are progressing, especially with regard to any that would fall within the study area for the LAP.

There have also been stakeholder meetings with the Office of Public Works and the Department of Education, and two targeted meetings with representative community stakeholders within the Wexford Town area.

1.3 Strategic Environmental Assessment

Notice and a copy of the Strategic Environmental Assessment (SEA) Draft Scoping Report was sent to the Environmental Authorities on the 30th June 2023. The Environmental Authorities had a period of four weeks to make a submission on the draft report (the period ended on the 28th July 2023). Three submissions were received and were considered in the final SEA Scoping Report which is available to view on the Council's website: <https://www.wexfordcoco.ie/sites/default/files/content/Final-SEA-Scoping-Report-for-the-Draft-Wexford-Town-LAP-2024-2030.pdf>.

1.4 Submissions and Observations Received

Seventy three written submissions and observations were received from the public, prescribed authorities and stakeholders. Appendix A lists the submission numbers and the names of the persons (where consent to publish their name in this report has been provided) and bodies who made submissions. The submissions and observations are available to view on the Council's Consultation Portal:

<https://consult.wexfordcoco.ie/en/consultation/new-local-area-plan-wexford-town>.

A wide variety of issues and suggestions were covered. With the exception of Submission No. 28 from the Office of the Planning Regulator, the submissions and observations have been grouped around the strategic topic headings used in the Consultation Paper (as outlined in Section 1.2.2 Consultation Paper). The main

issues raised in the submissions and observations have been summarised, rather than summarising each individual submission and observations separately. This follows the best practice guidance set out in the Section 28 Development Plans – Guidelines for Planning Authorities (2022)¹. A response has been included at the end of each topic section.

Land use zoning submissions are summarised in Section 13 of this report.

All submissions have been reviewed in detail. It has not been possible to reference every issue raised in the submissions, however, all issues will be considered in the preparation of the Draft LAP.

¹Section 28 Development Plans – Guidelines for Planning Authorities (2022), p.32.

2 Office of the Planning Regulator

2.1 Submission Summary

The OPR welcomes the timely commencement of the LAP making process following the recent adoption of the CDP. The Planning Authority is commended for publishing an Issues Paper, engaging proactively with the public, holding two drop-in consultation events, and notifying the Office of the Planning Regulator (OPR) of its intention to prepare the LAP. As the LAP has the potential to deliver key objectives of the Wexford County Development Plan 2022-2028 (CDP), engaging with the public at an early stage can help this.

The OPR sets out its statutory role in the evaluation and assessment of LAPs and frames their submission around ten (10no.) themes. The OPR looks forward to reviewing the future Draft LAP and is committed to continued positive engagement with the Planning Authority in the implementation of national and regional policies at the county and local level.

Theme 1 - Strategic Policy Framework

Section 20(5) of the Act requires the LAP to be consistent with the objectives of the Regional Spatial and Economic Strategy (RSES), in addition to the National Planning Framework (NPF), the specific planning policy requirements (SPPRs) of Section 28 guidelines, and the CDP.

The OPR encourages the planning authority to liaise with the Southern Regional Assembly (SRA), particularly where clarity is required on objectives and guiding principles. The Issues Paper demonstrates a clear understanding of the role of the settlement in the wider county and regional context. In aligning with the RSES, the LAP should consider the strategic vision, goals, and guiding principles of the RSES, in addition to consistency with regional planning objectives (RPOs). For example, RP016 sets out a number of key infrastructural requirements necessary to support the growth and development of the town.

Theme 2 - Development Plan and Core Strategy

The OPR notes that Section 19(2)(b) of the Act requires the LAP to be consistent with the objectives of the CDP and its core strategy. The OPR further notes that a key message of the Section 28 Local Area Plan Guidelines for Planning Authorities (2013) is that consistency between LAPs and the core strategy of development plans is an essential requirement, particularly in relation to the quantum and location of lands identified for development.

In this regard, the OPR notes that the Core Strategy provides for a population increase of 3,149 over the period 2021-2027 and a requirement for 2,174 housing units and 62.11ha of residential land. It further notes that compared to previous zonings for Wexford Town, there is an excess of 344ha of land zoned for residential purposes. The Draft LAP should ensure that residential land use zoning is consistent with the Core Strategy.

The OPR advises that a revised approach to zoning land for residential development is required. Zoning objectives should prioritise housing in areas close to the facilities and services of the town centre where land is already served by appropriate infrastructure or is capable of being serviced within the plan period and avoid leapfrogging to more peripheral locations.

Theme 3 - Zoning, compact growth, and infrastructural services

The OPR recommends that all land use objectives demonstrate consistency with the objectives for compact growth under the NPF (NPO 3c), the RSES (RPO 35) and densification (NPO 35). It also states that zoning objectives should be consistent with any strategic development sites identified for the delivery of residential, employment or other uses in the RSES.

Any provisions or standards for density or building heights in the LAP should have regard to the relevant Section 28 guidelines and any SPPRs therein. Land use zoning should follow the sequential approach as set out under Section 6.2.3 of the Development Plans – Guidelines for Planning Authorities (2022).

The OPR also notes that the Planning Authority needs to ensure consistency with the provisions of the tiered approach to zoning under NPO 72(a)-(c) of the NPF. In this regard, an infrastructure assessment / settlement capacity audit should be prepared for all zoned lands in accordance with Appendix 3 of the NPF and Section 4.5.2 Settlement Capacity Audit of the Development Plan Guidelines.

It will be of critical importance to the implementation of the LAP to ensure that all lands zoned for residential and other uses are serviced, or will be serviceable, during the plan period. In this regard, the OPR notes that the Planning Authority has identified capacity issues with public transport as well as active travel infrastructure. The OPR advises the Planning Authority to liaise closely and collaborate with the relevant prescribed authorities and infrastructure providers to ensure that existing infrastructure has the capacity to accommodate the growth allocated under the core strategy and regarding the delivery of essential services and infrastructure.

Theme 4 – Regeneration

Both the NPF (NPO 4,6,18a,18b and 35) and the policy objectives of the RSES place a strong emphasis on the opportunities for urban regeneration to create attractive, liveable, well-designed, and high-quality urban places. The reuse of brownfield sites and vacant buildings will contribute to climate change mitigation.

The OPR notes that in larger settlements, the Development Plan Guidelines advise that the identification of regeneration areas should be coordinated with the identification of Settlement Consolidation Sites. The OPR further notes that the CDP identifies the South Eastern Technological University (SETU) Wexford Campus, Trinity Wharf which has been awarded Urban Regeneration Development Funding (URDF) and the Commercial Quay redevelopment area as regeneration / opportunity sites for the area of the LAP. The CDP also notes public realm works at Crescent Quay, Monck Street and Commercial Quay.

The OPR notes that where the RSES identifies any opportunity sites to support town centre regeneration, these sites and others should be clearly identified in the LAP. In addition, the OPR states that an evidence-based approach should be taken to the identification of regeneration sites, or vacant and under-utilised buildings, generally,

in accordance with the guiding principles of the RSES for urban infill and regeneration.

In accordance with Section 5.7 of the LAP Guidelines, where opportunity sites are identified, the Planning Authority is advised to prepare a development framework for future development with appropriate guidance regarding layout, massing, permeability, green infrastructure, and sustainable urban drainage systems (SuDS), etc.

The OPR recommends that the LAP includes a strong policy framework to support the utilisation of existing buildings, brownfield / infill sites, and derelict and underutilised sites. Proactive land activation measures, including the Planning Authority's powers in respect of acquisition / compulsory purchase, derelict sites and vacant land, as well as intended sources of funding to facilitate key regeneration projects, for example, the Croí Conaithe (Towns) Fund Scheme, should all be considered.

The Government's 'Town Centre First: A Policy Approach for Irish Towns' (2022) envisages Town Centre First Plans as central to informing the future direction of towns and the priority investment interventions supported through Town Centre First aligned funding schemes.

Theme 5 – Education, Social and Community Amenities

Access to quality childcare, education and health services is a National Strategic Outcome of the NPF. The LAP should therefore seek to align population growth with investment in childcare and education facilities on well-located sites within or close to existing built-up areas, to meet the diverse needs of local populations.

In relation to schools, the Planning Authority should consult with the Forward Planning and Sites Acquisitions section of the Department of Education.

The OPR advises that the LAP should be informed by a social audit / civic infrastructure audit and consider the capacity of existing facilities, including community centres, leisure, amenity, and cultural facilities to serve existing and

future residents. The LAP should also ensure that such facilities can be easily accessed by walking or cycling infrastructure.

The LAP should be consistent with the objectives of the RSES and the CDP for social and community facilities, in particular the proposal to develop a destination playground in Wexford Town (Table 14-3 of the CDP).

The Local Economic and Community Plan (LECP) should inform the LAP to provide for the co-ordinated spatial planning of community services for the area.

The Local Authority's Traveller Accommodation Programme 2019-2024 should also inform the LAP. It should be ensured that the Draft LAP is consistent with the programme, including any specific recommendations or needs identified for Wexford Town.

Theme 6 Economic Development and Employment

The NPF, RSES and LAP Guidelines emphasise the need to take an evidenced-based approach to the inclusion of objectives for employment and other commercial uses. The economic provisions within the new LECP should also inform the LAP to provide for the co-ordinated spatial planning of the area.

The OPR outlines that the Draft LAP should address the opportunities / strategic locations identified in the CDP, such as Trinity Wharf which is identified as a strategic employment landbank for the town, and the Commercial Quay Redevelopment Area. The CDP also identifies the marina at Trinity Wharf as significant tourist infrastructure. It should also address other economic / regeneration matters including leveraging opportunities of the connections to Rosslare Europort, and the Heritage-Led Regeneration Plan for the town.

The Planning Authority should undertake an infrastructure assessment / settlement capacity audit prior to the zoning of lands for economic purposes. In terms of identifying the optimal locations for employment zonings, the OPR identifies the following as key criteria: compact growth, the sequential approach to development,

accessibility, and options for sustainable transport. The reuse of appropriate brownfield sites and vacant premises should also be prioritised.

The OPR notes that the LAP must be consistent with any objectives of the RSES concerning strategic enterprise / employment sites or in respect of development-type or location-specific development (e.g. rural development).

The facilitation of retail facilities will also be needed to provide for anticipated population growth. Regard should be had to the sequential approach to the location of retail development and other provisions of the Retail Planning Guidelines for Planning Authorities (2012), and the position of the settlement in the retail hierarchy of the CDP.

Theme 7 – Transport and Mobility

The integration of land use and transportation is centrally important to the objective of the National Sustainable Mobility Policy (2022) to deliver an additional 50,000 daily sustainable journeys by 2030 and a ten percent reduction in kilometres driven by fossil-fuelled cars by 2030. This approach is also important to the objectives and provisions of the NPF (NPO 27, NPO 33 and NPO 64 amongst others) and the RSES.

It is recommended that the Planning Authority engages with both the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) in the preparation of the Local Transport Plan (LTP), particularly due to the proximity of the M11/M25 to the boundary of the settlement (as noted in the Objective WT08 in the CDP).

The NTA's and TII's Area Based Transport Assessment Advice Notice (2018) (ABTA) and the ABTA How to Guide Guidance Document Pilot Methodology (2021) should be considered by the Planning Authority in preparing in the LTP. The LTP should inform the preparation of the LAP, in particular, the zoning provisions.

The LAP should set out an ambitious, but realistic, modal shift target for Wexford Town.

The LAP should also demonstrate consistency with the Avoid-Shift-Improve principle and the 10-minute town concept.

The application of the Design Manual for Urban Roads and Streets (revised 2019) (DMURS) and the NTA's Permeability Best Practice Guide (2015) will also ensure enhanced access to public transport and pedestrian and cycle routes within the area of the LAP.

Theme 8 – Climate Change Mitigation and Adaptation

The effective implementation of climate mitigation objectives through the LAP, consistent with national and regional policy objectives, will be critical to the achievement of the Government's Greenhouse Gas emissions reduction target to mitigate climate change.

Flood risk management is the most critical climate change adaptation measure to be addressed in the LAP, informed by the Strategic Flood Risk Assessment (SFRA).

The Planning Authority should ensure that it has regard to the detailed requirements and provisions of the Section 28 Guidelines: The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009), including the staged approach to flood risk assessment and, in particular, the application of the sequential approach and the requirement to carry out the plan-making justification test.

The Planning Authority should overlay the flood risk zones on any proposed land use zoning maps to illustrate the potential flood risk arising and to demonstrate how the sequential approach has been applied. The Planning Authority is also requested to make a copy of digital mapping available to the OPR, and to the Office of Public Works (OPW) to facilitate assessment.

The OPR notes that the preparation of a flood relief scheme is at a preliminary stage for the town, and if details are available in relation to the project, it should be provided as part of the preparation of the LAP. The Planning Authority is strongly advised to liaise with the OPW in this regard and in relation to the carrying out of the SFRA to avoid issues arising at the Draft LAP stage.

In accordance with NPO 57, the LAP is required to integrate sustainable water management solutions, such as SuDS. Policies and objectives in relation to the implementation of SuDS and nature-based solutions as a means of managing surface water run-off at key development sites should be included in the LAP. In this regard, the OPR draws the Planning Authority's attention to 'Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas: Water Sensitive Design – Best Practice Interim Guidance Document' (2022).

Theme 9 – Environment and Built and Natural Heritage

The Planning Authority is the competent authority for the purposes of Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA). The Planning Authority is required to have regard to the revised Section 28 Strategic Environmental Assessment Guidelines for Regional Assemblies and Planning Authorities (2022). It should also consider the Appropriate Assessment of Plans and Projects in Ireland Guidance for Planning Authorities (2009).

The Planning Authority should ensure that the LAP is consistent with objectives of the NPF concerning environmental protection (NPO 52, NPO 57, NPO 58, NPO 60, NPO 62, NPO 63, NPO 64 and NPO 65, amongst others), in addition to the objectives of the RSES.

The OPR highlights the importance of integrating green and blue infrastructure into the LAP, in accordance with NPO 58 and the objectives and guiding principles of the RSES. It can contribute to climate change adaptation, in particular, flood risk management through nature-based solutions. It can also make a positive contribution to climate mitigation, when integrating with greenways, and have positive impacts on biodiversity.

The Planning Authority should consider what location-specific objectives or measures would assist in the protection or improvement of built heritage over the period of the LAP. In this regard, the Planning Authority should have regard to the Architectural Heritage Protection Guidelines for Planning Authorities (2011). The OPR notes that the Planning Authority has prepared a Heritage-Led Regeneration Plan as

part of the Historic Towns Initiative which will provide a sound basis for the consideration of such matters in the LAP.

Theme 10 Implementation and Monitoring

The Planning Authority is encouraged to set out specific provisions for monitoring the implementation of the objectives of the LAP, having regard to the provisions of the Development Plans Guidelines and the LAP Guidelines. Both the NPF and the RSES place an increased emphasis on the importance of monitoring as a measure of plan-effectiveness and to continually update a relevant evidence base to inform future planning strategies.

2.2 Response

The OPR's comprehensive submission is welcomed, as is the OPR's commitment to continued positive engagement with the Council in the implementation of national and regional policies at the county and local level. An initial meeting has taken place with the OPR's office, and the Planning Authority looks forward to further engagement during the preparation of the LAP.

Theme 1 - Strategic Policy Framework

The Council notes its requirements in relation to ensuring that the LAP is consistent with the NPF, RSES and CDP. It will also ensure that the preparation of the LAP has regard to the relevant Section 28 Guidelines, and comply, where relevant, with the SPPRs therein. The LAP team are engaging with many stakeholders in the preparation of the Draft LAP, including the SRA, who have also made a pre-draft submission.

Theme 2 - Development Plan and Core Strategy

The Council notes its requirements in relation to ensuring that the LAP is consistent with the CDP Core Strategy. While the Core Strategy indicates that there is an excess of existing zoned residential land in the town, the town development plan has since expired which means there is currently no zoning in place. The Council will have regard to the Core Strategy figures, noting that these figures will need to be adjusted to reflect the LAP plan period (2024-2030).

Theme 3 - Zoning, compact growth, and infrastructural services

The Council is carrying out a detailed desk-based assessment and on-site survey of lands in the plan area. This assessment, which is being informed by engagement with infrastructure providers such as Uisce Éireann, will determine the lands that are currently serviced or serviceable within the plan period. The assessment will also have regard to the location of the lands and their contribution to achieving the sequential approach to development, compact growth and regeneration, the 10-minute town concept, and sustainable and active travel principles. This evidence-based Settlement Capacity Audit, which will include the results of the infrastructure assessment, will form an appendix to the Draft LAP.

Theme 4 – Regeneration

The Draft LAP will prioritise the town centre and provide a policy and design framework to stimulate and facilitate urban regeneration. The Draft LAP will apply the principles of ‘Town Centre First’ policy through a Town Centre First Strategy. This strategy will, amongst other things, identify regeneration sites and provide an urban design framework (including masterplanning) for the sites, and provide a framework for the utilisation of existing buildings, brownfield / infill sites, and derelict and underutilised sites. It will also provide a framework for future investment through national funding streams including the URDF, Active Travel Programmes, etc. and other community funding streams and supports.

Theme 5 – Education, Social and Community Amenities

A Social Infrastructure Audit is currently being prepared which will provide the baseline and evidence base to inform the policy approach to the provision of additional education, social and community amenities in the plan area. The Council is engaging with many stakeholders, including the Department of Education, to ensure that adequate land is available to meet projected need and to support new educational, social and community development.

Theme 6 Economic Development and Employment

The LAP will recognise the economic importance of Wexford Town - as a Key Town in the RSES, its proximity to Rosslare Harbour Europort and its location on the Eastern Economic Corridor. It will also be home to Trinity Wharf, which is identified

as a Strategic Employment Location in the RSES and the new SETU Wexford Campus.

The Settlement Capacity Audit will also include employment lands and will apply the same principles (servicing, sequential approach, compact growth and regeneration, 10-minute town, and sustainable and active travel principles) in determining the best locations for economic zoned lands and strategic employment locations. This, along with the work being carried out in the preparation of the LTP, will allow for an integrated approach to land use and transport planning for employment and enterprise development.

The Draft LAP will include objectives to support the growth of the strategic employment location at Trinity Wharf, the development of the SETU lands at Ballynagee along with other identified strategic employment and enterprise lands in the plan area.

Theme 7 – Transport and Mobility

The Council is currently working with transport consultants and the NTA in the preparation of the LTP for Wexford Town which will include modal shift targets adapted from the CDP. The purpose of the LTP is to provide a transport strategy for the town and its projected growth with an emphasis on promoting active and sustainable transport. The LTP, which will be published alongside the Draft LAP, will inform the transport policies and objectives and land use zoning in the Draft LAP and will implement sustainable mobility, ABTA, guidelines etc.

An Urban Design Strategy is also being prepared which, amongst other things, will provide a route concept for the LAP which will translate the road profiles in DMURS to the local level, prioritising permeability and implementing the 10-minute town concept, and providing the necessary guidance for designers and developers to deliver the concept and the principles of DMURS.

Theme 8 – Climate Change Mitigation and Adaptation

There is a strong focus on climate action in the CDP which will be translated to the local level during the preparation of the LAP. The objectives in the LAP will also be informed by the Local Authority's emerging Climate Action Plan.

The LAP team has met with the OPW and will continue to engage with them during the preparation of the plan. The SFRA is currently being prepared. It will be a detailed consideration in the land use zoning methodology, informing the application of the flood risk management sequential approach and determining the suitability of land for future development. The SFRA will have regard to the emerging flood relief scheme, in so far as is appropriate.

A Rainwater Management Plan is also being prepared for the plan area. This is an ambitious spatial strategy for the management of rainwater at a town scale using nature-based solutions. It will focus on applying a plan and design-led approach to rainwater management in the LAP to ensure that all future developments and urban intervention projects incorporate water-sensitive design and manage rainwater in a nature-based and sustainable manner. It is intended that the approach adopted will model rainfall and identify the optimal locations and optimal types of nature-based solutions that can be delivered to provide multiple benefits.

Theme 9 – Environment and Built and Natural Heritage

The Council have appointed environmental consultants to prepare the SEA and AA of the plan. A Green Blue Infrastructure Strategy is also being prepared which will provide a plan-led approach to green blue infrastructure in the LAP to ensure that planning for biodiversity, natural heritage, landscape and green spaces are well considered and integrated into the future growth and development of the town and deliver a spatially connected network of green blue elements. The Council is committed to placing green blue infrastructure in a similar, if not higher position, to physical grey infrastructure in terms of investment, protection, and management and as an enabler of wider planning and environmental objectives.

A Heritage-Led regeneration plan has been prepared for the town. This plan, together with the guiding policies and objectives in the CDP, will be used to inform

the heritage strategy and supporting objectives to protect and enhance the town's significant heritage assets.

Theme 10 Implementation and Monitoring

The Council notes the importance of implementation and monitoring measures as part of the preparation of the LAP.

3 The Vision for Wexford Town

Submission Numbers
No.44, No.53, No.65

3.1 Summary of Submissions

The following were suggested as ideas for the Vision:

“A tidier and more cared for town, a town that can attract visitors (without packing the place with stag and hen parties), a town where everyone can afford to live and a town that’s still a town – friendly, informal, caring, courteous and not a city”.

“By 2030 Wexford will be a place that protects and develops its heritage, that is accessible to all people, that offers enough green spaces for recreation and leisure for all, and that ensures sufficient economic development to provide quality jobs for our young people”.

“By 2050 Wexford town will be a place where people are given priority over motorised vehicles; a town where full access is available to everyone in all public spaces; where active travel is the norm, where the Main Street will be a vibrant centre with businesses and residents living over premises; where fossil fuel use has ceased, and every building is a microgenerator. It will be a town where people can live, breathe, hear and think”.

“That Wexford Town will be a sustainable, energy efficient and environmentally friendly place for everyone”.

3.2 Response

The suggested visions are welcomed and will be further considered in the preparation of the Draft LAP.

4 A Town for Everyone

Submission Numbers
No.23, No.53, No.65, No.71

4.1 Summary of Submissions

The following suggestions were put forward to make a town for everyone:

- Take all necessary actions to ensure that the town is cohesive, socially inclusive and includes all population groups regardless of their age, ability, nationality, race or social background.
- The town should be safe and easy for pedestrians, people with disabilities, buggy users and cyclists to get around.
- More amenities should be provided at locations that people do not need to drive to, a good sized park or amenity is needed on the north side of the town, e.g. Carcur.
- More appropriately located parking spaces for people with disabilities should be provided.
- More dished footpath areas should be provided for wheelchair and buggy users.
- Improve pedestrian facilities all around the town, including the widening of footpaths throughout the town to modern day standards.
- All laneways should be opened up, cleaned up and fully lit up at night-time, with CCTV installed if necessary.
- Roads should be narrowed. Speed limits in suburban areas should be reduced to 50kph and 30kph in the town centre.

4.2 Response

The suggestions are welcomed and will be given further consideration in the preparation of the Draft LAP. The principles of universal design and access will underpin the strategies and objectives in the Draft LAP including the LTP, the Urban Design Strategy, the Town Centre First Strategy and the Green Blue Infrastructure Strategy.

5 Population and Housing

Submission Numbers
No.17, No.23, No.25, No.26, No.33, No.43, No.44, No.53, No.61, No.69, No.71

5.1 Summary of Submissions

5.1.1 Population

A number of submissions raised issues in relation to the population projections and population allocations for Wexford Town.

It is suggested that the 'Wexford Town at a Glance' section in the Consultation Paper should have used the Census 2022 information published in May 2023 as this would more accurately inform future impacts such as labour force, housing demands, transport needs, etc.

Census 2022 counts the population at 21,524. Core Strategy figures plan for an increase on the Census 2016 figure of 3,194 people by 2030. The population in 2022 shows that 58% of the 3,194 population growth figure has already taken place. The reasons for this growth include the age cohort, the attractiveness of Wexford and the quality of life, its proximity to Rosslare Europort, its location relative to Dublin, Cork and Waterford, property prices relative to Dublin, and the flexibility of location offered by remote working. The changing climate in Europe will increase migration from hotter areas to places like Wexford. Having regard to the foregoing, the population forecasts should be at least doubled, and the LAP should provide for the building of schools, parks, access and houses that will be suitable for these numbers and for young families.

Census 2022 results show the population of the county exceeds the Economic and Social Research Institute's (ESRI) population projections and those contained in the NPF, RSES and the CDP. These projections are no longer fit for the purpose of allocating housing and subsequently zoning for residential land. While it is acknowledged that the Council remains mandated to implement the Housing Supply

Target Methodology, which is limited in its accuracy and usefulness, based on out-of-date population projections and assumptions.

The population allocations need to be adjusted in the LAP. It is further suggested that adjustment for the LAP would result in a requirement for 76.57ha of land (rather than the 62.11ha identified in the CDP Core Strategy).

The actual Census 2022 figure would provide a more reliable, factually based and up to date means for estimating housing allocation and residential zoning needs. The forthcoming review of the NPF is likely to give rise to revised housing and residential requirements which should be implemented in the emerging LAP.

The future population of the area should be projected from the Census 2022 figures, the actual size of a household in Ireland, the rate of migration into the State, including people displaced by the conflict in Ukraine and other refugees / international protection applicants, the rate of obsolescence of existing housing stock, and the actual or likely period of time to secure planning permission through to the eventual completion of the residential units.

5.1.2 Housing

5.1.2.1 Housing Supply Targets

The housing supply targets for the town (as set out in the Core Strategy) are too low. Given the housing crisis, it is essential that more land is zoned where population projections have already been reached.

The Government's 'Housing for All' plan advises that it may be necessary for a local authority to zone more serviced land in a development plan than would equate to precisely meeting the projected housing demand for that settlement, to provide choice in sites locally and to avoid restricting the supply of new housing development through inactivity on a particular landholding.

5.1.2.2 Housing Provision

Clear housing policies regarding new residential development will ensure the construction, location and design of these developments are of the highest standard and quality.

The housing crisis is contributing to an employment crisis where investors and employers are not coming to Ireland or locating in Wexford because workers cannot find accommodation. A key requirement for industrial development and foreign direct investment (FDI) is the requirement for accommodation of all types, including for middle and higher management. Family housing reflecting local demographics and household formation, social housing and emergency accommodation are key requirements in the short term.

There is a shortage of rental accommodation in the town. The provision of additional social housing would relieve pressure on the private rental market (with accommodation for hospital employees identified as a deficit). The Old Hospital / workhouse could be renovated to provide studios and flats which could be rented to hospital staff. The old Garda Station could also be converted to residential use, as could unused retail properties in the town centre.

The Council should review the sites that have been zoned for residential Phase 1 use for at least 12 years and have not to date made efforts to facilitate the delivery of new residential development. It is prudent to consider other sites that will deliver the housing growth targets. There may also be other suitable, well-located and ready-to-go but un-zoned lands available.

Future housing development should be located within the southern direction of Clonard Little and surrounds, as evidenced by the recent significant residential growth in the area and recent acquisitions by the Council of strategic lands resources to facilitate residential and associated educational-related facilities (SETU and school development sites).

5.1.2.3 'Over the Shop' Living Accommodation

Priority and support should be given to owners of buildings on the Main Street to provide upstairs living accommodation.

5.1.2.4 Universal Design

The aim of all new housing, and where possible, housing conversions and refurbishments should be to deliver homes that are universally designed and easily adapted to meet the changing needs of a household over time.

5.1.2.5 Housing for Older People

The LAP should focus on delivering a range of housing options for older people with a focus on delivering age-friendly developments.

5.1.2.6 Housing for People with Disabilities

The housing and accommodation needs of people with disabilities should be met through a combination of purchased housing, new-build housing, leased housing or rented housing. A local rehousing plan should be prepared jointly with the Health Service Executive (HSE), in collaboration with service providers. It should be based on best practice of including people with disabilities in local communities, and facilitate dispersed housing with personal supports. All residents in congregated settings should be assessed by the Local Authority to establish their eligibility and need for social housing support. The Council should consider reserving a certain proportion of dwellings for people with disabilities.

5.1.2.7 Housing Developments

- Provide a diverse mix of housing to cater for all types of households and their needs.
- Some housing types such as apartments can be delivered above shops and on brownfield / infill sites in the town centre. There is scope for lower density development accommodating larger units.
- All housing developments should provide two, three and four bedroom houses and appropriately sized and designed one and two bed apartments to allow people to downsize.

- Developers should provide homes that are of sufficient scale to allow people to live comfortably in them for the long term.
- Density should be kept at a level that allows new developments to integrate well with established residential areas.
- All new development should ensure that priority is given to bus services and active travel facilities to encourage reduction of car use.

5.2 Response

The concerns expressed in relation to the use of the CDP Core Strategy population allocation and housing supply targets, particularly in light of the Census 2022 population results, are noted.

As part of the CDP preparation, the Council had to demonstrate the manner in which the plan was consistent with the NPF and the established NPF Implementation Roadmap population projections for County Wexford. In December 2020, the Section 28 Housing Supply Target Methodology for Development Planning Guidelines were issued which set out a methodology for the application of population and housing projections into the development plan process and the setting of housing supply targets for the relevant plan period. This methodology was applied in the CDP Housing Strategy and Core Strategy. While it is noted that a review of the NPF (including population) is underway, the Council, until otherwise instructed, must continue to implement the CDP Core Strategy population allocation and housing supply targets.

The CDP population and housing supply targets will, however, be adjusted to reflect the period of the LAP which is 2024 to 2030. The Council will follow the methodology set out in the Section 28 Development Plans – Guidelines for Planning Authorities (2022) regarding the Core Strategy and zoning for residential use, and Section 6.2.3 which relates to the application of the sequential approach to zoning residential land. It is also noted that the CDP indicates that while hectare calculations have been included in the CDP Core Strategy, it is considered that they should be reviewed for each local area plan with a view to achieving a correct balance of densities within the

town. This will be addressed in the Draft LAP in accordance with the prevailing Section 28 density guidance in place at that time.

The many suggestions submitted in relation to the provision and delivery of much-needed housing in the town, including social housing and the prioritisation of housing for older people and people with disabilities, will be given detailed consideration alongside the CDP Housing Strategy and the housing objectives in the CDP, including Chapter 3 Core Strategy and Chapter 4 Sustainable Housing.

6 Town Centre and Regeneration

Submission Numbers
No.1, No.2, No.4, No.10, No.14, No.26, No.33, No.37, No.38, No.44, No.51, No.53, No.59, No.61, No.65, No.71, No.72

6.1 Summary of Submissions

6.1.1 Regeneration

- Implement the Town Centre First programme in the town.
- The reuse of flats over shops is necessary to bring life and a sense of safety back to the town and to provide an alternative to sprawling housing developments into the countryside.
- South Main Street should be given priority for regeneration. Property owners on the Main Street should be provided with technical and grant support to upgrade over-the-shop premises to encourage people to live on the Main Street.
- The Derelict Sites Act should be used, along with compulsory purchase powers, to address the issue of derelict houses and buildings.
- The government grants available through local authorities for the refurbishment of derelict buildings in urban areas should be made in stage payments, rather than at the end of the project.
- Empty buildings should be brought back into use, using whatever means (carrot and stick) the Local Authority has at its disposal.
- The LAP should include objectives from the CDP relating to the re-use of vacant buildings and the regeneration of obsolete and/or under-utilised buildings and lands.
- Vacancy is not caused by an over-provision of retail floorspace, rather it is more a result of changing patterns of activity in town centres and urban areas, along with obsolescence of smaller and/or physically constrained retail units. Vacancy also relates to all use types, not solely retail.
- The LAP should include specific targeted measures to reduce the vacancy rates, complemented by a proactive programme with detailed associated objectives to address the issue of vacancy through the creation of an urban environment with attractive uses that draw people into the town centre. This

could entail the creation of an attractive public realm and a range of uses that focus on social and cultural activities as well as higher order, predominantly comparison shopping and service-related enterprises such as restaurants, coffee shops, bookshops, music events, personal services, etc. There should not be an insistence on locating new car-reliant uses such as larger scale retailing, including convenience retail, in the town centre as it will be counter-productive in achieving a quality environment.

- The Local Authority should engage with a wide range of stakeholders to determine the optimum elements for a successful town centre and carry out the necessary surveys within areas where vacancy is noted to gain a better understanding of the scale of such vacancy and the predominant reasons for the premises becoming (and remaining) vacant.
- While Trinity Wharf is a positive development, as the whole area is reclaimed land any development needs to avoid negative impacts to the surrounding infrastructure and be cognisant of rising sea levels for surrounding streets and houses.
- The knocking of historical buildings to make way for car parks or modern buildings should be stopped as it is eroding the town's uniqueness.
- A dedicated tour bus park should be developed on the under-used land at the far end of the Arc Cinema car park, and possibly at Trinity Wharf.

6.1.2 Safety

- An empty shop on the Main Street could be used as a Garda office.
- Night-time anti-social behaviour needs to be addressed to make the town centre safer.

6.1.3 Public Realm

- The character of the Main Street needs to be maintained as this is what draws visitors to the town.
- The Quay front should be retained as a wide open space and no permanent structures should be added to it.
- The town is very dilapidated and grey, particularly the view of the town as one comes over the bridge. The Welcome Wall is very run down and not

welcoming for visitors. A row of shops along the entrance to the town would give a better introduction. The buildings in the town need a lot of paint – use ideas from other towns in the country such as Cobh.

- Provide more seating around Main Street for older people to sit and rest, and in general, more seating and benches throughout the town.
- There are accessibility issues around the recently refurbished Arts Centre.
- A town with less traffic, more greenery and better access to the water would be beneficial for mental health and wellbeing for everyone. Car-free streets should be introduced in the heritage area of the town with car parks used as squares for seating and planting or for housing.
- The area next to Selskar Abbey on Abbey Street (which is currently yards and sheds) should be opened up, landscaped and that section of the town wall exposed.
- The outside dining area in Cornmarket is unsightly and a traffic hazard and should be removed.
- There is potential to develop an additional commercial thoroughfare through the town by enhancing, and expanding, the public realm along what is often referred to as the Cultural Spine (route from Selskar Abbey, across to the Arts Centre, past the library and onto the National Opera House).
- The preparation of a Public Realm Plan would help to focus public realm enhancement along the Cultural Spine thoroughfare. In tandem with this, development that would complement retail activity of the Main Street should be encouraged in this area, for example, restaurants, accommodation, office space, craft and repair workshops, specialist shops not dependent on footfall, cultural and recreational space, all with residential accommodation on upper levels. It would make a positive contribution to the town and bolster commercial activity in the town centre. It would be better to consider this area as a larger, more connected context than as individual sites and areas.

6.1.4 Retail

- A visitor centre with a retail aspect should be developed in the town centre to commemorate Commodore John Barry, the Guinness Book of Records, etc.

- The Retail Planning Guidelines 2012 under Section 4.4 Sequential Approach to the Location of Retail Development do not place emphasis on the requirement for convenience retail to be located within city and town centres in a similar manner to higher order fashion and comparison goods.

6.1.5 Crescent Quay

- The Crescent should be cleared of silt, and either permanently sealed off from the water to stop the sludge from coming back in or block the existing inlets up to 20cms below high tide so that the water can't get out.
- Another solution would be to fill in the Crescent and install a fountain / musical fountain with lights that would be switched on at various times. A sunken garden could also be developed in this space.
- The development of the new car park at Crescent Quay is unnecessary as cars need to be kept out of the town. This area could make a lovely park area with seats and a children's playground and coffee shop. The Council should seek people's views on the use of this space.

6.1.6 Infill Development in Older Residential Areas

New developments in older residential areas of the town need to be considered more carefully than green sites with the Faythe used as an example.

- This is a busy area with traffic congestion frequently occurring. The area cannot cope with more development as it will make the existing situation worse.
- The demolition of existing houses to develop the backlands will, apart from changing the streetscape forever and eroding its history, overpopulate the narrow streets with traffic and pedestrians.
- The right sort of development should take place; the type that will positively impact and improve the quality of lives of people. Back garden developments have been proven not to work.
- Town centre zoning needs to be modified to provide a more realistic amount of units / density.
- Green areas assigned to developments need to be fully protected from any form of development.

- Existing residents in terraced streets need to be protected.
- The town would be more attractive if it was easier to get around. This will be difficult as the town is very old. The current extremely large developments that are underway must be completed before others are allowed to start. Most terraced streets in the town have been overdeveloped.

6.2 Response

The issue of town centre regeneration and development was the focus of many submissions which indicates that this is an important issue for the town. It will be given detailed consideration in the preparation of the Draft LAP. The town centre has significant potential, in both vacant and underutilised sites and buildings, to provide housing, employment, amenities and services, while at the same time addressing the undesirable consequences of physical dereliction and improving vibrancy. The provision of housing, employment, and services in the centre of the town will also meet the aim of the plan to achieve compact growth in the interest of sustainability and optimising sustainable travel use.

Retailing and zoning in the town centre will be given detailed consideration in the preparation of the Draft LAP having due regard to the Section 28 Retail Planning Guidelines and the CDP Retail Strategy.

In support of Objective T10 in the CDP, a Town Centre First Strategy will be prepared as part of the Draft LAP. It will provide a clear vision, context, rationale and goals for urban renewal and regeneration in the town and address the inter-relationships between environmental, physical, economic and social dimensions, and will be used to inform spatial planning policy and future regeneration programmes and projects in the town. This strategy will be informed by the emerging LTP and the Wexford Town Heritage-Led Regeneration Plan and will also have regard to other projects that are at various stages of conception, planning or development in and adjoining the town centre.

As outlined in the CDP (Chapter 5 Design and Placemaking in Towns and Villages), the Council will use the following active land management interventions in Wexford

Town to stimulate regeneration - master-planning / design briefs, development consents, site assembly including compulsory purchase order (CPO), site remediation, enabling infrastructure, site development works, property development, public realm development, Derelict Sites, and Vacant Sites / Urban Regeneration legislation.

7 Climate Action, Biodiversity, Green Blue Infrastructure Strategy and Flood Risk Management

Submission Numbers
No.8, No.14, No.16, No.19, No.23, No.24, No.31, No.33, No.43, No.44, No.45, No.53, No.56, No.65, No.71

7.1 Summary of Submissions

7.1.1 Climate Action

The need for climate action was a recurring issue in many of the submissions.

7.1.2 Climate Championing

- The Council should be leaders in climate action, promoting and encouraging climate action and environmental sustainability across all its departments, and in its plans and actions.
- Environment / climate sustainability hubs should be established in towns in conjunction with community centres.
- The Council should actively support 'Climate Champions' in communities across the town and provide funding to support this role.

7.1.3 Trees and Green Spaces

- Green spaces should be used more efficiently for carbon sequestration through tree planting.
- Support and expand the Pocket Forest Million Trees program using the Miyawaki method – all open spaces should have small areas given over to this method including in Min Ryan Park.
- More mature trees are needed to provide shade on the Quayfront, Ferrybank and in Min Ryan Park.
- Facilitate and support community gardens, allotments and Grow Your Own. This promotes healthy eating, physical activity and minding your mood.
- Provide more space for rewilding, including within Min Ryan Park.
- The Council should set an ambition to tree-line two or three roads from the top of the town to create shade and contribute to sustainability. The tree growth period (10-20 years) will allow the Council the time to develop in-house skills

to manage these trees and provide a maintenance budget, and time for the ESB to underground / reroute wires.

7.1.4 Water and Wastewater

Uisce Éireann is happy to work with the Local Authority to ensure the overarching goals of mitigating, and adapting to, climate change in relation to water and wastewater are achieved.

7.1.5 Energy Efficiency and Renewable Energy

This was discussed in a number of submissions.

- Wexford Town Sustainable Energy Community requests that the Council support and facilitate their Energy Master Plan recommendations (2024).
- The Council needs to speed up the energy efficient upgrades in their own housing stock and include solar panels for microgeneration.
- Heating oil burners should be phased out in all Local Authority buildings, including housing stock and ban fossil fuels by 2035.
- All new housing developments should be designed to optimise use of solar energy, solar gain and solar PV, and the Council should be upgrading its own housing stock quicker.
- The Department of Environment, Climate and Communications (DECC) encourage the inclusion of objectives to promote the development of appropriately scaled renewable energy installations (rooftop solar, geothermal energy and other types of installations appropriate to urban environments), and to support the development of additional supporting grid infrastructure. There should be a focus on community-based approaches to renewable energy and a reduction in the reliance on the grid transmission systems (through local and domestic generation and microgeneration). DECC also request that the Local Authority explore how retrofitting can be implemented in the LAP, for example, by identifying retrofitting initiative priorities, supporting initiatives that seek retrofitting infrastructure to existing buildings and provide policies to implement same.
- The LAP should incorporate objectives to demonstrate that energy planning and energy efficiency have been considered in design and layout.

- An audit of the energy usage in all public buildings should be carried out and measurable targets set for improvements in energy efficiency.
- The LAP should include climate action objectives related to energy efficiency during the operation of developments and the climate impact of construction. This should include an assessment of the carbon footprint of construction, with proposals for reducing or offsetting the carbon footprint proposed as part of the development.

7.1.5.1 Heat and District Heating

DECC requests the Local Authority to consider the electrification of heating during the preparation of the LAP, and to consider how the LAP, through its development management standards, could contribute to the ambition relating to district heating networks and systems (as set out in national, regional and local policy). The plan should include an examination of the potential of district heating including district heating derived from waste heat, where available, technically feasible and cost-effective.

7.1.6 Biodiversity

The issue of protecting and enhancing biodiversity was raised in a number of submissions.

The Council must stop using herbicides and pesticides on roadsides, open spaces and in parks, and abide by 'No Mow May'.

7.1.6.1 Biodiversity Plan

A Biodiversity Plan should be developed which aims to conserve and restore biodiversity and ecosystems services in the LAP. New urban design should be informed by the expertise of a biodiversity expert, and also Wexford Town should commit to a pollinator plan.

7.1.6.2 Heritage and Biodiversity Area (HABA) Zoning

A methodology is submitted for this proposed new zoning objective, outlining that these areas would typically be areas that do not fall within the criteria for Natura

2000 sites but are important heritage and biodiversity areas that require appropriate protection. All activity, including agricultural, proposed in a HABA would be measured against its impact on existing heritage and biodiversity, as well as on any ongoing or proposed actions intended to increase biodiversity. All activity proposed in areas abutting HABAs or which might detract from HABAs would be measured against the sensitivities of the HABA. It would assist the zoning of land for residential use. It would also address the issue that many heritage properties (which are protected structures and their amenity lands) are within areas zoned residential which is not appropriate as they are not available for residential development and to allow such development would be a travesty for the cultural and architectural heritage of the town. A detailed case study relating to lands at Park and Ballyboggan illustrates its current heritage properties, its biodiversity value and list of birds and mammals known to be in the case study area, how the HABA zoning would work, the use of buffer zones, rewilding, and boundaries (including in the context of the delivery of the Orbital Inner Route T8).

7.1.6.3 Priority Environmental Status

Another submission suggests that Priority Environmental Status (PES) should be one of the criteria used when assessing which lands should no longer be zoned for residential use. PES would include proximity to Nature 2000 or Ramsar sites; whether the development of lands may impact upon protected sites by reasons of being hydraulically linked, proximity, potential light pollution, noise, human presence, the nature of the development; whether ACRES payments are being received, whether the lands have been identified by National Parks and Wildlife Service as environmentally sensitive to include all its mapped areas; National Biodiversity Data Centre maps; areas identified by the Digital Nature Survey commissioned by Bird Watch Ireland; all other lands which have remained undisturbed for any appreciable period of time such that they are rewilding, reverting to nature or comprise habitats with the potential for nature restoration. It is further noted that many of the lands zoned residential are in agricultural use, and the farmers will be receiving payments to farm in an ecologically sensitive manner, e.g. the ACRES Scheme, noting it would be a public waste of money to identify these lands for residential development now or in the future.

7.1.6.4 Nature Reserve and Community Gardens at Clonard

One submission refers to a 16-acre site at Clonard (previously identified as a possible location for a new school) and submits that the site is a ready-made nature reserve due to the variety of birds and animals and the ancient native trees on the lands. It is suggested that the lands could deliver a much-needed park and help to connect both sides of Clonard to each other. It is also suggested that the walled fields and orchard (with ancient pear and apple trees), which need to be protected, could be used as a community garden, and used by local groups including Grow It Yourself (GIY) with affordable plots. The submission also suggests that a food education training centre, similar to The Organic Centre in Co. Leitrim, could be set up on the lands. The Orchard and surrounding fields could be used for Social Therapeutic Horticulture – providing therapy for people with mental health issues, people recovering from addiction, elderly people, and people with mental and physical disabilities.

7.1.7 Green Blue Infrastructure

The role of green blue infrastructure (GBI) in climate action, supporting biodiversity and creating nicer places to live was raised in a number of submissions.

7.1.7.1 Greening the Town

- The LAP should consider all types of green projects, from small-scale initiatives such as tree planting and wall greening to larger projects such as public parks. All types of green spaces have a positive impact on health.
- All opportunities for green infrastructure should be explored and integrated into the design of public areas, also identifying where biodiversity can be integrated into the urban fabric.
- There are numerous junctions and corners, for example, the junction of Bernadette Place and the Faythe, where wide roads could be narrowed to allow the installation of trees and/or greenery which would help with biodiversity. Planting would help with natural drainage, reducing water run-off. The space reallocated to biodiversity will help with air quality, drainage, protect footpaths from illegal parking and reduce driving speeds.

- The waste ground next to the pier at Ferrybank should be landscaped with picnic benches and used as a viewing area of the harbour and town. This would allow the opera festival grove of trees to be expanded without impinging on the area in front of the swimming pool.

7.1.8 Flood Risk Management and Sustainable Urban Drainage Systems

7.1.8.1 Flood Risk Management

The OPW submission advises that the LAP should reference the Section 28 Flood Risk Management Guidelines for Guidelines for Planning Authorities and the associated circulars and technical appendices to ensure that the key principles of flood risk management and sustainable planning are adopted. The application of the sequential approach and the Justification Test is very important for flood risk management.

The submission requests that the LAP has full regard to the ongoing design, planning and implementation of the flood relief scheme for the town, and the protection and maintenance of existing schemes. Climate change also needs to be fully considered, and the future climate change scenarios, which are available to view on the OPW flood information portal, should also be considered. Considerations of flood risk management should also have regard to coastal change, arterial drainage schemes and drainage districts, land protected by agricultural embankments and impacts on other areas.

The submission advises that the flood maps produced under the National Catchment Flood Risk Assessment Management (CFRAM) programme provide an important resource for plan-making and consideration of development, and the Planning Authority should have regard to these maps in both forward planning and development management. Other referenced mapping sources are also available to view on the portal.

7.1.8.2 Sustainable Urban Drainage Systems (SuDS)

Both the OPW and Uisce Éireann promote the role of SuDs, and in particular nature-based SuDS and green infrastructure. This is a sustainable and cost-effective way of managing surface water and water pollution at source, keeping water out of combined sewers (thus increasing capacity for foul drainage from new developments) and improving water quality and biodiversity. The LAP should refer to the best practice interim guidance 'Nature-based solutions to the Management of Rainwater and Surface Water Run-off in Urban Areas'. Uisce Éireann also recommends that public realm projects and retrofitting in existing development areas should include these solutions, particularly in areas contributing to combined drainage systems where streetscape enhancement programmes or resurfacing programmes are planned.

7.2 Response

The issue of climate action and sustainability was raised in many submissions. This reflects the drive at both national and local level to bring climate change and climate action to the forefront of policy and decision-making. The Council is currently preparing its Climate Action Plan which relates to all of its functions. The preparation of the Draft LAP will have regard to that plan.

Climate action is embedded in the CDP, and this approach will also be replicated in the Draft LAP. Spatial planning has a significant role to play in climate action. It is proposed to climate-proof the strategies and objectives in the Draft Plan, reviewing them through a climate change lens to make sure that the Draft LAP champions and provides for meaningful climate action.

The many suggestions relating to the protection and enhancement of biodiversity (both within and outside of designated sites), protection of the environment, greening of the town, development opportunities for community gardens / allotments and developing renewable energy / improving energy efficiencies in the town are noted. As outlined in the response to the OPR's submission, the preparation of the GBI strategy will deliver a plan-led approach to green infrastructure, biodiversity, natural heritage, landscape and green spaces, ensuring that these elements are well-

considered and integrated into the future growth and development of the town and deliver a spatially connected network of green blue elements. The preparation of the SFRA and the Rainwater Management Plan incorporating nature-based solutions will also allow for a plan-led and sustainable approach to flood risk management, including surface water.

8 Social Infrastructure and Healthy Wexford

Submission Numbers
No.7, No.15, No.23, No.33, No.41, No.43, No.44, No.53, No.55, No.62, No.64, No.65, No.66, No.71, No.72

8.1 Summary of Submissions

8.1.1 Education

The Department of Education emphasises the critical importance of the ongoing work of the Council in ensuring sufficient land is zoned for education, noting that a requirement for additional school provision at both primary and post-primary levels may emerge over the lifetime of the plan if the Core Strategy population increases materialise. The Department requests that the Draft LAP is explicit in its support of the provision of adequate and suitable school accommodation, including the development of new schools and the expansion or alteration of existing ones.

The Department states that the LAP must consider the cumulative impacts of regeneration and redevelopment on existing community facilities. Population growth within the existing 'built-up' footprint of the town has the potential to upset the balance of use relative to education provision in the area. The absence of specific school site provision in such locations can significantly challenge the delivery of required school places associated with intensified residential development. It is therefore critical that explicit provision of school development to cater for such development be made in the existing 'built-up' areas within Wexford Town.

In terms of assessing current and future capacity, the Department is mindful of potential unforeseen circumstances, such as the Ukrainian crisis, which can put undue pressure on school place provision and could necessitate reassessments of school place provision from time to time. The Department will engage with the Council where the findings of an assessment require a review of existing or future school site provision within a specific location.

The Department also anticipates that additional Special Education Needs (SEN) provision at both primary and post-primary level will be required in the future

throughout the country. The Department will consult with the Council if, and when, additional SEN accommodation is required within specific locations.

The Southern Regional Assembly (SRA) notes the importance of Trinity Wharf and the planned expansion of SETU for the future development of the town. In this regard, SRA encourage policy reference in the Draft LAP to the Regional Assembly's objective for the Southern Region to become a UNESCO Learning Region. This is a regional scale project with actions in the report titled 'Toward a Learning Region' that will support lifelong learning, skills, and knowledge development in Wexford and across the region.

8.1.2 Health

8.1.2.1 Air Quality

The LAP should include a commitment to enforce legislation relating to the use of compliant solid fuel in the town, to raise public awareness of policies to combat air pollution and to incorporate smarter travel policies to reduce vehicle emissions.

8.1.2.2 Water Quality

Nitrogen levels have significantly increased in Wexford Harbour from 2012 to 2022, and this has the potential to significantly impact on shellfish harvesting for human consumption in the estuary. The completion of the Newtown Water Treatment Plant upgrade is a health priority for the town. Concerns were also expressed about the ecological impacts of fertiliser, insecticides, and herbicide run-off on the river Slaney. The impacts of the motorway extension on the Slaney should be mitigated.

8.1.2.3 Public Health Policy

The LAP should include objectives to support public health policy, including Healthy Ireland and the National Physical Activity Plan and include appropriate policy and design measures in relation to obesity, physical activity and mental health services.

8.1.2.4 Public Health and the Built Environment

The LAP has a significant role to play in influencing and regulating the built environment to improve health and reduce the extent to which it promotes obesity and promote the benefits of healthy eating, physical activity and non-sedentary

behaviour, and support opportunities to increase physical activity levels, for example, park runs and facilitate community gardens. Consideration should be given to the health care needs of the population.

8.1.2.5 Mental Health

The Council should work with the HSE to develop the provision of child and adult mental health services. The current HSE Children and Adolescent Mental Health Services (CAMHS) building is in an industrial area and doesn't look welcoming for children and young people from the outside. A more attractive and cheerful building should be provided closer to the town centre.

8.1.3 Older People

Additional age-friendly parking should be provided, and place-making and design should deliver age-friendly public spaces and built environment. The LAP should also promote access to continued learning and education for older people, promote active citizenship and volunteering, and encourage all age groups to become involved in their community. The LAP should also promote the development of opportunities for people of all ages, including older people, to participate in a range of arts, cultural, spiritual, leisure and physical activities in their community.

8.1.4 People with Disabilities

People with disabilities should be supported to live in their own homes in the community, to access employment and education opportunities, and to access mainstream community services.

8.1.5 Young People

The LAP should consider providing a range of facilities such as skate parks, graffiti / art walls, playing courts, meetings areas, alcohol-free venues, etc. for adolescents, and engage with the end users in planning for the development of these facilities. There should be increased access to school facilities during out-of-school hours.

8.1.6 Community Facilities

The old theatre could be opened for co-working spaces, hubs, studios and community centre / spaces. Neighbourhood forums should be set up. More

community facilities are needed. The Dun Mhuire should be maintained as the community building it was intended to be.

8.1.7 Recreational Activities

8.1.7.1 Rocklands and Maiden Tower and Walking Trails

Several submissions request the LAP to protect the Rocks and the Maiden Tower as an important rock-climbing resource.

- The Rocks and the Maiden Tower are a unique venue in Wexford Town. It is the only climbing crag in the southeast suitable for use by schools and community groups. It has been used for rock climbing since the 1970s, and the Maiden Tower climbs range in difficulty providing routes to suit beginners and experienced rock climbers. The venue is located within the built-up area of the town and is served by public transport.
- The Local Authority should purchase the cliff to protect it and make it public land and accessible to a lot more people.
- The LAP should recognise the value of this natural amenity and protect it for the enjoyment of future generations by establishing permanent public access to the cliff and designating it as resource for rock climbing.
- A formal access route needs to be decided and preserved. Improved access will also enhance and extend the walking trails in Maudlintown and The Rocks area. A surfaced, safe access to both the top and bottom of the cliff is needed, particularly for underage climbers. Parking and a nearby bus stop will be required at an agreed spot as this will increase accessibility.
- The area is also a fantastic biodiversity resource, and any physical development should keep this in mind.
- The cliff has the potential to become a more regular venue for teaching and coaching of climbing, for example, the Get Climbing programme (which is a programme that provides people from disadvantaged communities with the opportunity to experience climbing) could be run at the cliff. It will also complement the Outdoor Education Centre at Carrigfoyle.
- Recent changes to the Occupier's Liability Act places an onus on individuals to take personal responsibility for their own actions and safety.

8.1.7.2 The Cot SAFE, Batt Street, Maudlintown

Southend Family Resource Centre requests that the land at the SAFE be secured by the Council and designated a community facility for the development of a water sports hub. Access to the site is a key issue as it is located on the shoreside of the railway. The site can only be developed if access is built into the development of the Trinity Wharf site, and as such securing this access is urgent and needs to take place before the Trinity Wharf development proceeds. It is requested that it be included in the LAP. It is further noted that a submission regarding this was made to the Council in 2019 and discussions have taken place with Wexford County Council.

8.1.7.3 Walking Trails

The LAP should make provision for the extension of the Rocks Walking Trails out to Maiden Tower. This path was shown as an indicative line in the previous Town Plan. The Council has made funding available for this trail, and it should be included in the LAP in such a way as to secure it as a resource available to the community, and to secure access to the rocks at Maiden Tower. There are also opportunities to connect green areas with previously unconnected residential areas, particularly newer residential areas, e.g. connecting The Rocks with Roxborough Manor development.

8.1.7.4 Parks and Playgrounds

More playgrounds should be provided close to residential communities with child friendly walking access. More benches are also needed in Min Ryan Park around the MUGA and Skateboard Park. More amenities should be provided at locations that do not require people to drive to them. There is a need for a good-sized park or amenity area on the north side of the town, with Carcur a suggested location.

8.1.7.5 Water Leisure Activities

A number of submissions suggest the development of swimming and water-based leisure facilities. This would improve mental health and well-being and increase tourism / economic prosperity. The facilities could be developed on the Ferrybank side, from the arm of the quay (if the area could be dredged and protected from silting) and Katt Strand. The development of a tidal estuary pool/wild swimming area and beach / platform is also suggested as part of the Trinity Wharf site or at Crosstown. This would also require water pollution to be addressed which would be

a positive for the town. A pedestrian bridge from the Boat Club would allow people to cross safely to swimming areas at Ferrybank / Crosstown.

8.2 Response

There were many issues raised and suggestions made under this theme. These, in so far as they relate to the remit of the local area plan, will be given detailed consideration in the preparation of the Draft LAP in particular, the formulation of the strategies relating to social infrastructure, open space and recreation and green blue infrastructure.

9 Transport

Submission Numbers
No.1, No.3, No.5, No.6, No.9, No.12, No.13, No.14, No.15, No.16, No.18, No.21, No.23, No.24, No.26, No.29, No.32, No.33, No.34, No.35, No.36, No.37, No.39, No.43, No.44, No.48, No.49, No.52, No.53, No.58, No.61, No.65, No.67, No.71, No.72, No.73

9.1 Summary of Submissions

9.1.1 Guidance Documents and Guiding Principles

The NTA and the Department of Transport outline the various guidance documents that should be taken into consideration in the preparation of the LAP and the LTP.

The NTA outlines in detail the guiding principles around the integration of land use and transport planning that should inform the LAP, including the 'Avoid-Shift-Improve' principle, the 'Decide and Provide' approach to planning and design of transport networks, the 10-minute town concept, the sequential approach, the avoidance of major new 'out-of-town' retail developments, permeability, the appropriate location for trip intensive developments, and transport planning for schools. Climate action should also inform the LAP.

The NTA also suggest that sustainable transport indicators, including modal share, are included in the plan for the purposes of monitoring the effectiveness of policies and development objectives. The NTA can assist with the development and analysis of sustainable transport indicators.

Dublin Airport Authority recommends consultation with the IAA and the IAA-ANSP (now AirNav Ireland).

9.1.2 Road User Hierarchy

The NTA advises that the LAP should seek the reallocation of road space in appropriate locations in accordance with the road user hierarchy: 1. Active Travel (walking and cycling), 2. Public transport, 3. Private vehicles.

9.1.3 Local Transport Plan

A number of submissions referred to the preparation of a LTP as part of the LAP, and the role that LTPs play in achieving the 10-minute town concept and promoting sustainable travel.

The NTA advise that LTP should follow the methodology based on the relevant TII / NTA ABTA Guidance and address, amongst other things, traffic management, car parking provision and management within the town, and commuting patterns to and from Wexford to identify the transport and infrastructure services that are required to serve the town. The NTA also advises what the LTP should focus on in terms of walking and cycling, outlining that there are several funding streams which specifically target improvements in the built environment for walking, cycling and other public realm measures. One of these streams is the 'Safe Route to Schools' programme. The importance of the journey to school and enabling it to be completed by walking and cycling should be a key priority of the LTP and the LAP.

9.1.4 Transport and the 10-Minute Town Concept

Tangible policy measures should be included in the LAP to achieve the 10-minute town concept. These include: the use of public transport and active travel modes - a quality public transport service is very important, the key role that Neighbourhood and Local Centres and Retail Warehousing development lands play in providing enhanced facilities locally and within walking distance of their immediate catchment, the delivery of community gathering spaces, and a mix of housing and public spaces are as important as density in making a successful 10-minute town.

9.1.5 Active Travel

Numerous submissions discuss the issues of pedestrianisation and cycling, noting that the 10-minute town concept will mean reallocating high quality space for pedestrians, cyclists and public transport options, and a re-evaluation of how vehicles access and navigate the town. This will mean the re-ordering of certain streets to one-way for motorists or making them entirely pedestrianised. Electric bikes and scooters also provide a new travel option.

The preparation of the LAP should be informed by a permeability and connectivity audit of existing pedestrian and cycling facilities and a quality audit of these routes to ensure they are safe, well-lit, and enticing for users.

Objective TS02 from the CDP (avoid-shift-improve principle and integrating land use and transport planning) needs to be implemented in the LAP, noting that the SETU site is a full hour's walk from the town's main train and bus station.

9.1.6 Cycling

- Regard should be had to the NTA's 'Cycle Connects' Programme as it relates to the Wexford area and the Council's planned active travel schemes in the town when planning the cycling network.
- There is no segregated cycle infrastructure in the town. The current cycle provision is random and unconnected from each other.
- It is easy to implement properly protected (either raised or bollards or a combination of both) segregated, well-surfaced cycle lanes (noting that segregated doesn't mean painting) on wide streets such as Trinity Street, 1798 Street, Rosslare Road, and Newtown Road.
- Big decisions need to be made where the streets are narrow. If the one-way system was finally finished, there would be space for motorists in one direction and then cyclists and pedestrians in both directions, while also preserving residential car parking.
- Safe cycling routes and cycling infrastructure (including Bolt Bikes) need to be integrated with the existing and proposed train stations.
- More cycle paths need to be provided near schools.
- The Bolt bike hire scheme should be extended.
- Safe cycle paths should be provided to Castlebridge, The Raven / Curracloe, Johnstown Castle, Heritage Park, etc.

9.1.7 Walking

- The town centre should be pedestrianised, for example, all streets within the boundaries of the town wall, Main Street and selected side streets. This would reduce traffic congestion and improve air quality.

- There is a need to introduce continuous footpaths which are raised footpaths and give priority to pedestrians. These footpaths make it easier for people who are slow on their feet, as well as wheelchair users and those pushing buggies. These interventions would force motor traffic to slow down and would comply with DMURS.
- Provide more and wider footpaths throughout the town and more pedestrian crossings.
- Safe footpaths are needed on many rural roads on the outskirts of the town, for example, the Old Hospital Road.
- The footpath should continue to the R730 at the railway bridge near Ferrycarrig.
- Improve permeability by opening up new pedestrian routes and short cuts.
- Ensure that footpaths and routes are well-lit in the interests of safety.
- Provide more pedestrian crossings over the railway tracks, for example, at the Talbot Hotel.

9.1.8 Car Parking

- The majority of new homes are provided with two car parking spaces with additional parking spaces which is prioritising the private car over public transport and contrary to the sustainable travel hierarchy.
- The issue of illegal parking on footpaths which restricts access for residents and visitors, impedes accessibility and damages footpaths, is highlighted. Suggested control measures include higher concrete curb sides (with regular dropped access for pedestrians) or planters to provide an aesthetically pleasing barrier to prevent illegal parking.
- Park and ride systems should be provided. Feasibility studies into demand-led and effective public transport alternatives and/or Park and Ride facilities on the town's outskirts should be conducted.
- Alternative car park provision could be made on suitable brownfield sites outside of the town wall.
- The number of car parking spaces (allowing parking for people with disabilities only) should be reduced in the town and free park and ride facilities, served by

electric buses / minibuses, should be provided. EV charging facilities should be provided in park and ride car parks.

- Restrict car parking and ban motor idling near schools.

9.1.9 Active Travel and Green Infrastructure

The linking of new transport and active travel initiatives to the development of green blue infrastructure is welcomed. SRA refer to two related key documents that they have published and should be reviewed as part of the LAP preparation.

The Wexford Town to Curracloe Greenway should be incorporated as a key objective of the LAP, and the Wexford to Rosslare Greenway and Rosslare to Waterford Greenway should also be prioritised.

9.1.10 Accessibility and Transport

A number of submissions referred to improving accessibility and implementing universal design.

- Enabling universal access and facilitating and promoting universal design should be a key consideration in the LAP as it relates to transport policies and objectives. Objectives which promote universal design in the external built environment such as providing separate pedestrian entrances, the provision of dropped curbs and tactile paving, will provide a safer and more attractive environment for all.
- There should be access to Charlotte Street from the quays to enable access to the wheelchair parking bays on this street, as on most occasions they are inaccessible because of tables and chairs being placed on the road outside of the Centenary Stores.
- Accessible public transport for all, especially for persons with disabilities, reduced mobility and older people, should be provided. The United Nations Conventions on the Rights of Persons with Disabilities places obligations on State parties to ensure access for persons with disabilities.
- The plan should refer to the 2020 DMURS Interim Advice Note – Covid-19 Pandemic Response which includes guidance for designers on how to deliver universal design. This needs to consider the ‘whole journey approach’ which

focuses on all elements that constitute a journey starting point to destination. The Local Authority is a key stakeholder by ensuring a universal approach to the built environment – this includes footpaths, tactile paving, cycle paths, roads, pedestrian crossing points, town greenways and bus stops / shelters.

9.1.11 Public Transport

9.1.11.1 Rural Transport

The NTA recommends that the LAP acknowledges the role rural transport services can perform in providing for social and economic connectivity between small villages / rural areas and larger towns. Policies and objectives to support the role of rural transport, in particular, the Connecting Ireland plan should be included in the LAP.

9.1.11.2 Rail

The role of rail transport and the need to develop rail services and supporting infrastructure was discussed in a number of submissions:

- Train speeds and infrastructure needs to be improved to make it more attractive to users. Train and bus services also need to marry up with boat arrival / departure times for foot passengers.
- A shuttle train (Wexford to Greystones - WART) and the re-opening of the South Wexford Railway linking the town to Waterford is suggested.
- The All-Ireland Rail Review recommends at least quadrupling rail services to and from Wexford Town in the short to medium term. The Council will need to prepare adequately for a significant improvement in rail services and how to best utilise them.
- Submissions note that the Review refers to a new station to the south of Wexford O'Hanrahan. The submissions suggest that this new station could be developed to the south end of the town, and the Council should work with Iarnród Éireann to identify a suitable location for the station and begin the planning process. The new station must also form part of the LTP. The impending development of Trinity Wharf will provide a large potential passenger market, and a possible location for the new station.
- Ensure that large transporters of goods to Rosslare Europort such as Nolan Transport in Drinagh are encouraged to, and not precluded from, utilising rail

freight and ensure, via zoning, that land needed for rail freight marshalling and loading is available.

- Liaise with Iarnród Éireann to provide adequate parking at all stations in the town and ensure spaces in the Arc Cinema Park are always available.
- Work with Local Link and the NTA to ensure that local bus services call at existing railway stations in the county.
- Make appropriate plans for transport-oriented development at appropriate locations near the railway station within the town.
- Ensure that rail services on the existing and new lines are reflected in the town transport plan.
- Demand that the direct Wexford-Waterford 'Felthouse junction' curve be restored, allowing Wexford-Waterford trains to bypass Rosslare Strand. Use of the curve would reduce the journey time to less than one hour.
- Insist that Iarnród Éireann (upon resumption of services) provide commuter services not just to Waterford City, but also to Wexford Town. Communities along the line as far as Ballycullane generally commute in the Wexford versus Waterford direction by a 3:1 ratio.

9.1.11.3 Bus

Several submissions discuss the need to improve public bus transport and provide supporting bus infrastructure:

- Create a proper bus parking area to encourage and make it easier for people to use public transport.
- Increase the frequency of buses, using smaller electric buses.
- Provide a minibus shuttle service from Redmond Square around the town centre.
- Provide shatter-proof weather shelters at all bus stops.
- There should be another bus stop at Trinity Street, in addition to the stop at Redmond Square. There are also safety concerns, particularly at night when late buses arrive as there are no taxis in Redmond Square.
- Bus services to beaches and beauty spots need to improve. This would be good for the visitor economy and local people.

- All areas of the town and communities need to be considered when planning the transport network, e.g. Roxborough Manor, with its growing population, still has no bus service.
- The provision of bus services from the expanding suburbs including the new SETU campus to Redmond Square needs to be examined.
- Carry out improvements to bus services, bus shelters and provide additional bus stops, bike parking at public transport nodes, rented bike facilities at train, bus and tourist areas, provide real time travel information and integrated ticketing.
- Traffic congestion along the Quays results in delays for bus services resulting in poor punctuality, which dissuades users from using the service.
- The planning and design of housing developments needs to consider in detail vehicular and pedestrian permeability and accessing bus services to ensure that such services and routes are within a short walk.
- Wexford Bus notes that it is possible to have the vast majority of homes in the town located within 300 metres or less of the nearest bus stop on their current connect services. With the right conditions, the majority of those homes (particularly in the more populous areas) can have a bus service with a frequency of every 30 minutes or less.
- Bus prioritisation measures could be introduced to make the bus service the most attractive and efficient mode of transport – bus lanes and bus gates, traffic light prioritisation and in-lane bus stops (which means the bus does not have to wait to rejoin traffic flows). This will also increase ridership, allowing for further investment in fleet and ultimately lead to a zero-carbon bus fleet.
- Where link roads are included as part of planning permissions, this infrastructure must be developed, otherwise the development may / will become car dependent.
- There are issues in the Mulgannon area which is only served by one road in and out. This is not conducive to the delivery of bus services. A previous planning permission in the area included a through-road providing an alternative to the current single route and which also provided the opportunity to establish a public bus service travelling through the area. However, further

development is planned for the area without the provision of this vital infrastructure.

9.1.12 Electric Vehicles (EV)

A number of submissions suggest that the Council develop a partnership with Go Car and promote car hire.

The preparation of the new LAP should take full account of the National EV Infrastructure Strategy (January 2023).

EV sites should be developed at two of the proposed new / upgraded junction locations on the N25 bypassing the town and prepared for the installation of numerous EV fast chargers (any charger that deliver 250kW and above). The ESB / EirGrid should provide 5MW at both sites to allow for future expansion. These sites will be attractive to tourist traffic and enhance the town as a destination point for EV drivers. This should be replicated at a few locations within the town boundaries (but on a smaller scale due to land resources within the town boundary). These sites will facilitate residents who cannot avail of home charging, and fast chargers should be installed.

9.1.13 Wexford Bridge

The bridge was raised as an issue in several submissions:

- The bridge is no longer fit for purpose.
- The traffic congestion coming from Castlebridge has been exacerbated by the increased housing, new business parks and volume of vehicles on the road. The congestion problem has rapidly deteriorated on the town side with queues to cross the bridge regularly starting at the top of Hill Street.
- Queries on what plans are in place or are to be put in place for a new Slaney Bridge crossing at Park / Carcur to ease traffic congestion.
- The aim of the LAP is to ensure growth of our town, and it should include a plan to prioritise the building of a second bridge to bypass the town and direct traffic to the outskirts.

- A boardwalk or overhang could be attached to the side of the existing bridge to allow pedestrians to safely travel over the bridge.
- Such an overhang could allow cyclists to travel safely over the bridge or a separate cycle bridge could be provided beside the bridge.

9.1.14 Roads

Several submissions raise issues in relation to sections of roads in the town that require attention to improve traffic safety including:

- Vehicles should be removed from the town centre, and a looped one-way system developed.
- The ordering of all roads should be considered identifying those that should remain two-way and those that should be one-way only.
- Car-free streets should be introduced in the heritage centre of the town (Hill Street to King Street, via John Street, right down to the quay) with only electric buses and disabled persons' cars allowed access. The current car parks could provide space for housing or squares for seating and planting. This would still allow supermarkets to be accessed by vehicles.
- The area between South Main Street – Henrietta Street should be pedestrianised, and cars fully removed. There is extensive car parking in the surrounding streets where people can park and walk to newly pedestrianised area(s).
- Consideration should be given to installing traffic calming on the N11 at Ferrycarrig Bridge and reinstating use of the junction by installing a roundabout there, allowing traffic coming from the old road into Wexford Town to turn right for Enniscorthy.
- The LAP should consider opening up alternative road routes to make for a better quality of life for motorists.
- The section of road between the Priory and the next church is very dangerous and needs repairing.
- Distillery Road, particularly coming from Fr. Sinnott roundabout, is dangerous. Speed limits need to be reduced to 25km/hr with speed ramps and a zebra crossing to allow safe crossing.

- Redmond Road – speed ramps are required to make it safer for pedestrians using this road.
- Coolcotts Lane – traffic safety concerns due to no speed limit consideration and damage to the lane surface. While a through road is being built at the bad bend to carry traffic off the lane, it is requested that a cul-de-sac be constructed that will allow Coolcotts Lane to remain a lane.
- A second pedestrian crossing should be provided near the bottom of Hill Street.
- A pedestrian entrance and crossing should be provided on the road outside Clonard Village / Woodies.
- A mini roundabout at Woodies would make it easier for traffic to exit, in particular, turning right.
- Making School Street one-way will make access through town very difficult. The most recent change of yielding to oncoming traffic appears to be working well. It should be left like this for a while with better signage and then reviewed.
- The unused and obstructive dining structure in Cornmarket needs to be removed as it reduces and compromises visibility at the roundabout.
- The speed limits in all housing estates should be reduced to 25 or 20kph, and similarly in certain built-up areas in the town.
- The speed limit on Clonard Road should be 50kph along its entire length.
- Lower George's Street - the car parking opposite the 1840s railings could be removed to allow for a footpath to be installed to improve pedestrian safety and accessibility. This would allow for a review of traffic movement up this street.
- More roundabouts should be provided on Clonard Road, Whitemill Road, Clonard Village and Clonard Retail Park to help relieve traffic tailbacks coming from side roads and improve traffic safety.
- Overhead gantry lights could be installed at the hospital junction.
- Signage could be installed to explain the priority flow of traffic at St. Ibar's Villas when turning right onto Davitt Road North.
- Install traffic calming on John's Road as a priority to make elderly people feel safer using the road.

- Material used on roads should dampen noise impacts / reduce noise pollution.
- A programme of hedge cutting and verge cutting needs to be implemented on roads within the town boundary during summer months, particularly where there are no footpaths.
- Glenville Road does not have the necessary infrastructure to deal with the current level of traffic using the road, for example, footpaths, lighting, traffic calming and dangerous junctions on entry to the road from Clonard Cross and Newtown Road. The Council and An Bord Pleanála should be informed of the negative impacts on the residents of Glenville Road in future assessments of planning applications for housing or educational facilities in the area. Consideration of these facts should inform density of development, proper traffic calming measures and traffic management plans that do not include Glenville Road as an access route for the town in the LAP.
- Transport infrastructure on the routes into the town fall well short of the minimum standards for roads and streets set out in DMURS. The consequence of this design deficit and lack of adequate maintenance is that the roads have become hazardous particularly for cyclists and pedestrians. Despite this, developments are being carried out relying on these substandard roads for transport.

9.1.15 National Roads

The NTA and TII advise that, taking account of the existing national road network including the considerable investment made in national roads with respect to the N11 and N25, it is essential that the preparation of the proposed LAP is guided by the requirements of the Section 28 Spatial Planning and National Roads Guidelines for Planning Authorities (2012).

The TII notes the N11/N25 Oilgate to Rosslare Harbour Project is progressing through further design and environmental evaluation of the selected preferred route. This scheme is recognised as a Key Infrastructural Requirement for Wexford Town and is also reflected in RPO 167 National Roads Projects of the RSES.

An evidenced-based approach to planning and transport policy for Wexford Town is vital to ensure an integrated approach to the design of development areas to ensure a high standard of access by public transport, foot and private car.

9.2 Response

The transport theme attracted the most submissions which reflects the desire of the town's residents to address issues that affect day-to-day life in the town and the wider pursuit of the community to seek climate action. It is very positive to see so many submissions calling for the development of sustainable transport modes as an alternative to the private car.

As advised in the Consultation Paper, a LTP is being prepared alongside the Draft LAP. It will explore how the transport networks in the town can be designed and managed to facilitate effective, sustainable travel. This will include considerations of the capacity of the existing road network, and the issues relating to Wexford Bridge. The development of an accessible, sustainable travel network is dependent on many factors. From a spatial planning perspective, these factors include land use policies to reduce the need for unnecessary travel, avoid an over-reliance on the private car and the provision of the necessary infrastructure to facilitate public transport, walking and cycling. The location, layout and design of new development will play a crucial role in delivering sustainable travel modes, permeability and connectivity.

It is noted that some of the issues raised fall outside of the remit of the LAP, and indeed outside of the control of the Council. Notwithstanding, the local issues will be brought to the attention of the Borough of Wexford District for review, and where possible and appropriate, for actioning.

10 Economic Development and Tourism

Submission Numbers
No.6, No.22, No.23, No.26, No.33, No.44, No.45, No.65, No.68

10.1 Summary of Submissions

10.1.1 Regional Spatial and Economic Strategy

The Southern Regional Assembly notes that the LAP will play an important role in guiding the growth and development of the town. The RSES addresses key elements required for Wexford Town's future development in RPO 20.

10.1.2 Tourism

The town needs at least two budget hotels to help grow tourism. More needs to be done to attract visitors – more cultural events and festivals, make the town's history more visible and accessible, e.g. Selskar Abbey. The County Council building should be used more for exhibitions and events as could the libraries. The Main Street and the Quays have a lot of potential for tourism – give pedestrians priority but do not close to traffic. This would make the area a more pleasant public space and encourage waterside bars and restaurants.

10.1.3 Postal Service and Infrastructure

An Post requests that the LAP provides a specific land use classification (in the land use zoning matrix) for postal facilities and identify that post facilities are permissible in principle or open for consideration across all zoning objectives in the LAP. The definition for post facilities is submitted: A building which facilities mail services that can include the processing, sortation, and distribution of mail. Note: This use can be assessed on a case-by-case basis appropriate to the site context and all other relevant policies, objectives and standards set out in this Plan.

An Post also requests the LAP to include policies to support:

- The provision of new postal facilities and the enhancement of existing facilities, including operational requirements, in the town and facilitate the provision of postal infrastructure at suitable locations in the town.

- The integration of appropriate postal facilities, including both post offices and processing, sortation and distribution facilities, within new and existing communities that are appropriate to the size and scale of each settlement.
- The specific operational requirements of An Post such as greater levels of car parking for delivery vehicles, staff vehicles and customer collecting mail items, electric vehicle charging points (one EV parking space per vehicle is required), access and deliveries. The submission specifically requests that any relevant parking standards in the LAP should only apply to visitor and staff parking associated with An Post postal facilities.
- The LAP should recognise that access is typically required to premises and post boxes on a 24-hour basis, although early morning deliveries and late evening collections are of particular importance. This requirement must be considered as part of the LAP and in the future assessment and preparation of planning policy. An Post also request that the Council engage with them should any future area plan or project propose to amend delivery hours in town centre locations.
- The Council is asked to consult with An Post during the preparation of any future public realm and movement strategies to ensure sustainable solutions are considered to maintain a sufficient level of access to their facilities whilst also improving the appearance and function of town centre areas for the public.

10.1.4 Food and Aquaculture

A Food Strategy should be developed for Wexford to help to develop the food economy, examine food resilience, food waste, food security and food poverty. This would contribute to the health and wellbeing of residents, create employment and enhance Wexford Town's food tourism potential. Suitable serviced market space needs to be identified for markets. The LAP should also include a strategic goal to protect and improve the aquaculture industry in Wexford Harbour which should be mapped.

10.1.5 Trinity Wharf

The LAP should facilitate the implementation of the CDP objective relating to the development of Trinity Wharf as a Strategic Employment Location. This should be supported by investment in cycle and pedestrian links to the town centre and to parks and other recreational areas, provision of secure biking facilities, shower facilities for staff, recreational amenities that promote the health and wellbeing of employees, and quality design and landscaping of the site.

10.1.6 Remote Working Hubs and Enterprise Spaces

Local employment should be provided. The LAP should support the provision and establishment of co-working hubs and enterprise spaces in the town.

10.1.7 Circular Economy

Social enterprises should be promoted and supported, and it should be ensured that the economic development of the town does not compromise the environment / sustainability plans for the town. Training should be provided for circular economy businesses.

DECC encourages the Local Authority to support and promote circular economy principles within the LAP and requests the Council to consider all aspects of how it can support the transition to a circular economy in the preparation of the LAP.

The Local Authority is also encouraged to consider how the new guidance in respect of construction waste management, titled 'Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for Construction and Demolition Projects' could be incorporated into the policies of the LAP to give effect to them through the planning system. Local authorities should also consult with their respective Regional Waste Management Planning Office.

10.1.8 Retail

Submission No. 26 refers to the various sections of the Retail Planning Guidelines 2012 that should be considered as part of the LAP. It requests that Wexford Retail Park and similarly scaled operators be encouraged to consolidate and regenerate their existing sites to ensure that they continue to provide access to competitive

offerings in the categories of 'Comparison Bulky Goods' but also potentially a wider range of goods and services to meet the demand for future residents of the area. It is submitted that the limited number of identified Retail Parks should be permitted to consolidate and extend their range of offerings to facilitate the redevelopment of viable, good quality modern Comparison Retail Shopping and Non-Retail Services as well as, where practicable, larger car-based Convenience retail to complement the town centre experience available to residents and visitors alike. Wexford Retail Park and adjoining lands are located on public bus routes with good accessibility and linkages to the surrounding area and the town centre, as well as contributing to the 10-minute town concept. It is further submitted that the Retail Planning Guidelines highlight the importance of the role out-of-centre retail parks can play in accommodating uses that are reliant on car-based shoppers and their location out of centre can play a vital role in easing car congestion in the town centre.

This submission also outlines that the strategic spatial locational decisions relating to the prioritisation of locations for different types and scales of comparison and convenience retail, need to be contextualised within and balanced against the Section 28 Retail Planning Guidelines which place emphasis on achieving plan-led development, encouraging competitiveness, and promoting the viability and vitality of town centre.

The submission also quotes Section 34(2)(ba) of the Planning and Development Act, 2000 which states that *'where specific planning policy requirements of guidelines referred to in subsection (2)(aa) differ from the provision of the development plan...then those requirements shall, to the extent that they so differ, apply instead of the provisions of the development plan'*. The submission states that therefore where the Development Management Standards do not accord with the Guidelines, the provision of the guidelines shall be adhered to by the developer.

Lidl Ireland GmbH (Submission No.69) submits that there is a need to adapt and provide local retail facilities in convenient neighbourhood locations to ensure that convenience retail avoids a significant loss of in-store shopping. The designation of sites for this use in the LAP is a key step. The submission notes that the previous Town Plan and the current County Development Plan facilitate food / convenience

retailing across a range of locations, through the designation of neighbourhood centres. However, the specific scale of these centres is unclear, and this should be clarified in the LAP. In this regard the submission outlines that there are three core levels of scale that could be appropriate – (1) Corner/Symbol Group Shops < 250sq.m. net retail sales area, (2) local neighbourhood supermarket up to 2,500sq.m. net retail sales area and (3) district supermarket/superstore which comprise a number of outlets up to 2,500sq.m. or 5,000sq.m. net retail sales area. Lidl occupy the middle layer, traditionally ranging in size from 1,000sq.m. to 1,750sq.m. The submission further suggests that the Planning Authority refer to the relevant categories of retail outlined in the Retail Planning Guidelines (supermarket less than 2,500sq.m. and superstore between 2,500sq.m. and 5,000sq.m. net retail space) and the type of retail acceptable in the various levels of the retail hierarchy. This approach would allow for merit-based assessment of individual proposals rather than imposing potentially arbitrary floorspace caps.

10.2 Response

The issues raised will be given detailed consideration in the preparation of the Draft LAP.

The preparation of the Draft LAP will have regard to the Section 28 Retail Planning Guidelines (2012) and the CDP Retail Strategy (contained in Volume 8) including the relevant objectives relating to retailing in the county and in Wexford Town. The Draft LAP will provide policy direction relating to the appropriate scale of retail provision in neighbourhood centres, and the appropriate future development of retail parks in the plan area. Furthermore, as outlined Volume 8, the Council will ensure that all retail development permitted accords with the relevant requirements and criteria as established within the Retail Planning Guidelines for Planning Authorities 2012 and the County Retail Strategy. This will include retail development in the town centre and retail development outside of the town centre.

Section 34 of the Planning and Development Act, 2000 (as amended) does require a planning authority to have regard to Section 28 guidelines when deciding a planning application. Section 34 also requires that the planning authority shall apply, where

relevant, specific planning policy requirements of Section 28 Guidelines. In this regard, it is noted that there are no specific planning policy requirements (SPPRs) in the current Section 28 Retail Planning Guidelines (2012).

11 Built and Archaeological Heritage

Relevant Submission Numbers

No.11, No.14, No.15, No.20, No.44, No.45, No.46, No.49, No.57, No.60,
No.63

11.1 Summary of Submissions

11.1.1 Archaeology

The Department of Housing, Local Government and Heritage (DHLGH) requests that all objectives and development control measures relating to archaeological heritage included in the current CDP should be reflected in the LAP to ensure sustainable development, and the continued protection and enhancement of archaeological heritage. This submission also outlines the recommendations of the National Monuments Services (NMS) which are:

- The content of the Record of Monuments and Places (RMP) for the extent of the area covered by the LAP be included as an appendix to the plan, and should include a link to the legal RMP documents at www.archaeology.ie.
- The LAP should note that additional identified archaeological sites and monuments can be viewed in the Historic Environment Viewer on www.archaeology.ie.
- The Historic Ship Wreck Viewer can be viewed on www.archaeology.ie.
- The RMP maps identify Historic Towns (of which Wexford is one) and has delineated a Zone of Archaeological Potential around the town – Historic Town reference WX037-032. The location and extent should be clearly shown on mapping in the LAP.
- The LAP should note that development works to National Monuments under the control of the Minister, or the Local Authority may also require Section 14 Ministerial Consent.
- OPR Practice No. 3 (the use of standing planning conditions) should be referred to when drafting the LAP. It includes sample archaeology conditions and an NMS Explanatory Note and Glossary of Terms to accompany these sample conditions.

- The LAP could refer to the potential to obtain funding for community-based archaeological projects from the recently established Community Monuments Funds (administered by NMS).

11.1.2 Built Heritage

The DHLGH advises that:

- Architectural heritage designations such as Protected Structures and Architectural Conservation Areas should be included in the LAP in list and map format.
- The LAP should reference any guidance documents or assessments that the Local Authority has produced in respect of architectural heritage.
- The LAP should be fully accessible in various formats including digitally, including in open-data format to allow for ease of sharing and use in other mapping systems.
- The current CDP has established a comprehensive policy and management framework for architectural heritage – the standard of which should be maintained within the new LAP. Relevant policies and objectives from the CDP should be included in the LAP or there should be a clear cross-referencing system to where this information can be found in the CDP.
- It is recommended that a Character Assessment, completed by suitably qualified person(s), is undertaken as part of the LAP. These assessments are an effective tool in assessing the historic environment, understanding its unique and authentic character, and the significance and value of same. This will support the creation of informed policies and objectives, not just for architectural heritage, but also other essential services such as public realm schemes, strategic infrastructure, addressing dereliction and vacancy, urban regeneration and integrated land use solutions.
- Policies and objectives relating to architectural heritage should align with and support overlapping land use policies and objectives, in particular, in regeneration areas and/or individual regeneration sites.
- Suitably qualified persons shall be involved in the preparation of the sections / elements relating to architectural heritage.

- The Local Authority should draw upon a cohort of disciplines when addressing current national environmental, economic, and societal challenges in the built environment.

11.1.3 Geology

Geological Survey Ireland (which forms part of the DECC submission) advises the following:

- There are various Geological Survey Ireland data sets available for use as part of the plan preparation and SEA process.
- The County Geological Sites audit carried out in 2019 shows that there are two sites within the vicinity of the proposed LAP – Tincone and Wexford Harbour.
- Geology should be a significant part of any tourism initiative that may be introduced.
- The groundwater data viewer data shows that several categories of aquifers underlie the proposed LAP area. The groundwater vulnerability map indicates a varied range of groundwater vulnerabilities within the area. The groundwater viewer should be used to identify areas of High to Extreme Vulnerability and Rock at or near surface in assessments as any groundwater-surface water interactions that might occur would be greatest in these areas.
- Regard should be had to potential geohazards (for example, landslides, flooding, and coastal erosion).
- The Geothermal pages on their website should be consulted, for example, to determine the best ground source heat collector for use with heat pump technologies and to inform the geothermal resources for district heating.
- Regard should be had to the Coastline Vulnerability mapping and vulnerability index which will provide an insight into the susceptibility of the Irish coast to adverse impact of sea level rise and allow coastal managers to prioritise climate adaptation efforts.

11.1.4 Heritage

This is discussed in a number of submissions which reflects its importance to the town.

11.1.4.1 Heritage Town and Cultural Centre

Wexford should be promoted as a Key 'Heritage Town and Cultural Centre', linking in with Waterford and New Ross on the south-eastern corridor and Dublin and other centres on the Eastern corridor. There is an absence of any permanent signage advertising places of interest to visit in Wexford as one travel towards the town (unlike New Ross), resulting in people bypassing the town. Wexford has the potential to become a significant gateway town for the half a million tourists arriving in to Rosslare Harbour.

Possible locations to promote the town as a Heritage Town and Cultural Centre include St. Peter's Square, The Presentation Convent Chapel, and the Wexford Union Workhouse (which could be used for social housing and an interpretative centre). Blue Plaques could be erected throughout the town at locations where Wexford people or groups of historical interest lived or were associated with.

11.1.4.2 The Faythe

The Faythe is not an Architectural Conservation area. Until such time as it can be designated as such, policies should be included in the LAP to recognise the Faythe's importance as a significant heritage asset, and to protect and enhance it, specifically through preserving its burage plots plan and controlling any erosion of its character.

11.1.4.3 Selskar Abbey

It is a National Monument that deserves to be protected, promoted and open to the public on the regular basis. The existing building against the town wall beside the gate tower could be developed as a heritage centre to promote the site. This will require more active involvement by State agencies, in co-operation with Wexford County Council.

11.1.5 Heritage Themes

A list of heritage themes that relate to the town's history, and which could be illustrated in an interpretative centre or on information postings are suggested:

1. The Castle Quarter
2. 1798
3. Cromwell
4. Architecture
5. Graveyards
6. The Old Trail
7. The Vikings
8. The Gentry
9. Reclamation
10. Industry
11. Marine and mariners
12. Churches
13. Places of Education.

In respect of Theme No. 3, Submission No. 63 suggests that references to Cromwell in placenames should be changed to Swift. It is also suggested that a wall should be dedicated to old Crom Cruach and expand the 1798 spirit to encompass the 1948 declaration of human rights.

In respect of Theme No. 7, a submission suggests that the town's Viking history should be promoted, with the ballast bank repaired and a replica Viking long ship placed on top of it.

11.1.6 Heritage-Led Regeneration

This is discussed in a few submissions.

- The Council's Heritage-Led Regeneration Plan is a very proactive action that will positively contribute to the appreciation of Wexford's cultural heritage. The LAP will benefit from taking detailed account of that plan. It contains ideas for new cultural, commercial, and tourism initiatives, which if taken up in the LAP, will do much for the well-being of Wexford for future generations.

- There are certain gaps in the knowledge of Wexford's heritage assets that should be addressed in the LAP.
- It is important to have regard to the heritage of the town as a whole, not just a series of individual heritage sites.
- Any plan should be heritage-led with a great weight being placed on protecting historical street scenes and buildings, commercial and domestic, whether protected or not. A lot of streets should be reviewed for listing and as a starting point, 19th Century buildings should be given protected structure status with a requirement for builders to maintain and improve many of these original buildings rather than replacing them.
- There is a need to stem the incremental loss of heritage buildings, e.g. the old Workhouse and former hospital which could be preserved, and the building converted into residential use for hospital staff. A small park or children's playground could be developed, and the steep slope could be used as a slide. The old Garda Station could be used for residential use / purposes.
- The Visit Wexford app should be promoted, QR codes should be added at every heritage location and possibly every main artefact in a new museum.

11.1.7 Museums and Interpretative Centres

11.1.7.1 Museums

A number of submissions refer to the need to provide a museum in the town. Many of the heritage buildings in the town, such as the Old Gaol, the Old Maltings and the Old Hospital / Workhouse could be converted into a museum and visitor centre. The museum could be located on the Wexford Town Heritage walk.

The site of the existing Selskar College (when vacated) should be used to extend the green area at the back of the Tower to link it with the Old Gaol, while the building itself should be developed as a social history museum to showcase life in Wexford through the ages.

11.1.7.2 Interpretative Centres

There is a need for small interpretative centres linked to different periods and aspects of the town's history, for example, a Viking or Norman centre, a centre celebrating the town's ecclesiastical history (suggested location is the Presentation Convent Church), and a centre remembering the life of the Union Workhouse (suggested location the old hospital / workhouse).

11.1.8 Heritage Trails

This was discussed in a number of submissions. Given the wealth of heritage in the town, additional walking trails could be created. A church heritage trail through the town could be created. The promotion of the trail should be coupled with the ongoing maintenance of the churchyards, and the fabric of the churches. The graveyards of St. Michael's, St. Mary's and the graveyard in Maudlintown should be opened and the history of each promoted on a walking trail.

11.1.9 Irish Language, Culture, Music and Drama

Comhaltas Craobh Loch Garman outlines that the hosting of the Fleadh Cheoil na hÉireann in 2024 and hopefully again in 2025 will provide the opportunity to maximise the interest that arises following the hosting of this event, particularly amongst young people, and to deliver a legacy of Irish music, song, dance and language in the following years. Language promotion along with the promotion of culture has proven to be a massively positive force in the revitalisation of towns, villages and communities. There should be support for an Irish Culture and Language Centre in the town to build on the success of the Fleadh and to drive this forward in the long-term. Wexford Town should also compete to hold the Celtic traditional music festival which could attract visitors to the county on a regular basis.

11.2 Response

There are many interesting ideas and suggestions in these submissions. It is not appropriate to repeat all of the objectives from the CDP in the Draft LAP. The Draft LAP will provide specific heritage policies to protect, support and enhance the town's heritage and culture including the development of buildings for heritage-related uses.

The recently launched Heritage-Led Regeneration Plan will be the appropriate platform to launch many of the ideas including heritage trails.

12 Water and Wastewater Infrastructure and Telecommunications

Submission Numbers
No.29, No.32, No.33, No.45, No.50, No.54

12.1 Summary of Submissions

12.1.1 Policy Framework

Uisce Éireann notes the population figures from Table 3-3 in the Core Strategy for the purposes of aligning with the CDP and advises that they will update the tables with 2022 Census data as the LAP process progresses. The Council is also advised to have regard to Section 8.1 of the RSES which provides general policy direction in relation to the sustainable management of water supply and wastewater needs and encourages the inclusion of objectives in the LAP to support the implementation of source protection measures.

12.1.2 Wastewater

A submission requests that the provision of wastewater infrastructure along Glenville Road in order to serve existing residents (addressing the issue of old and inadequate septic tank systems and meeting water quality objectives) be considered. The lack of water infrastructure is hindering development in the area which have been rezoned to residential use.

Uisce Éireann advise that the Wexford Town Wastewater Treatment Plant has sufficient capacity to cater for the projected growth within the lifetime of the LAP. Uisce Éireann publishes Wastewater Treatment Capacity Registers annually for each county, with the latest for Wexford published in June 2023, noting that the remaining capacity available changes regularly based upon the loads received from existing customers. Registers are only an indication of available capacity.

Uisce Éireann further notes that a Drainage Area Plan for the town is being prepared and will determine the capital upgrades required to cater for growth. It is currently envisaged that capacity is available to cater for the population targets identified to 2027. Local network upgrades will need to be delivered in some areas to provide

capacity to individual sites, noting that localised network upgrades may also be required, particularly in areas served by 150mm diameter wastewater sewers.

An upgrade to the Distillery Road Pumping Station is planned (currently at detailed design, pre-planning application stage), and will address some of the known constraints to cater for growth. Sewer rehabilitation activities and capital maintenance activities continue to progress, and the performance of the network will be monitored to ensure that the most urgent works are prioritised.

Uisce Éireann further advises that in order to maximise the capacity of existing collection systems for foul water, the discharge of surface water to combined (foul and surface water) sewers is not permitted. The removal of surface water from combined sewers as part of roads, public realm, residential or other developments is strongly encouraged, with Uisce Éireann happy to discuss potential opportunities to collaborate on such projects.

12.1.3 Water

The preparation of the LAP should investigate the feasibility of providing public drinking water points in the town.

In terms of water supply capacity, Uisce Éireann notes that there are some capital projects ongoing for and related to Wexford Town. Leakage reduction activities, mains rehabilitation activities and capital maintenance activities continue to progress, and the performance of the networks is reviewed to ensure that the most urgent works are prioritised. Uisce Éireann advises that it publishes Water Supply Capacity Registers annually for each county, with the latest for Wexford published in June 2023, noting that the remaining capacity available changes regularly and the register is only an indication of available capacity.

Uisce Éireann is carrying out a full water network review and hydraulic modelling to determine if there are any major network constraints, and to identify any strategic network upgrades required to provide capacity in the town out to 2030 and beyond. Local network upgrades would need to be delivered to provide capacity to individual sites, particularly in areas served by watermains with a diameter of 80mm or less.

12.1.4 Future Development and Land Use Zoning

The LAP should be based on the objectives set out in the comprehensive CDP, which clearly states the standards for infrastructure. The LAP should focus on the linkage between the zoning of land and the availability of infrastructure.

Infrastructure, including water, wastewater and surface water management in the LAP area should be upgraded to the necessary standards, and once this is in place, development can be considered.

Uisce Éireann notes the following in relation to future development and land use zoning:

- A desk-based assessment of the GIS mapping information relating to the proximity of zoned lands to water and wastewater networks has been produced by Uisce Éireann and the DHLGH. The Planning Authority should refer to this mapping, in tandem with the guidance notes to assist in identifying suitable zoned lands.
- The sequential development approach should focus on areas with existing water services infrastructure and spare capacity. In assessing the infrastructure requirements to serve a large area of land, an overall development masterplan, including phases of development and timelines, should be prepared so that an overall strategic water services plan for the lands can be developed.
- Where the wastewater treatment plant is close to land with potential for development of sensitive receptors, for example dwellings, any future development of these lands should take account of the established use of the existing plant and the potential for extensions / intensification of use of the plant in the future.
- Third-party agreement may be required where it is proposed to service a new development via private property or private water services infrastructure. Where development sites are not serviced by existing infrastructure, the feasibility of extending the public network to unserved sites would be assessed via Uisce Éireann's Pre-Connections Enquiry process. Where network reinforcements such as upgrades or extensions are required, these

shall be developer driven unless there are committed Uisce Éireann projects in place to progress such works.

- Alternative solutions such as private wells or wastewater treatment plants should not generally be considered by planning authorities as Uisce Éireann will not retrospectively take over responsibility for developer provided treatment facilities or associated networks, unless agreed in advance.
- All new residential and commercial / industrial developments wishing to connect to an Uisce Éireann network are to be assessed through Uisce Éireann's Connections and Developer Service process which will determine the exact requirements in relation to network and treatment capacity.

12.1.5 Telecommunications

DECC advise that national policy objectives in terms of digitalisation, 5G rollout and enhancing Ireland's national and international connectivity should be specifically referred to in the LAP, in particular, direct support in the Draft LAP supporting 5G rollout and the National Broadband Plan. Further measures to consider include a commitment to identify suitable urban and suburban locations owned by the State for masts / small cells to support town initiatives / programmes, and in particular specific support for 5G infrastructure and a commitment to replicate smart programmes / initiatives in the town.

Submission No. 54 focuses on the need to address the pollution of homes and the environment from electromagnetic / radiofrequency / WiFi from masts and antennae used for technological devices. The submission suggests the LAP should consider ways to reduce and monitor emissions, identify sites where masts and antennae are located and where radiofrequency is being emitted, provide white zones that are emissions free, replace WiFi in schools with wired systems, erect signs in all public places that mobile phones should be used in airplane mode, recognise the issue as an environmental impairment and protect biodiversity by reducing emissions.

12.2 Response

The issues raised in relation to water and wastewater are noted and will be taken into detailed consideration when preparing the Draft LAP, in particular, the spatial

planning and land use zoning. The Council will continue to engage with Uisce Éireann as a key stakeholder in the LAP, particularly with regard to the servicing of lands in the plan area.

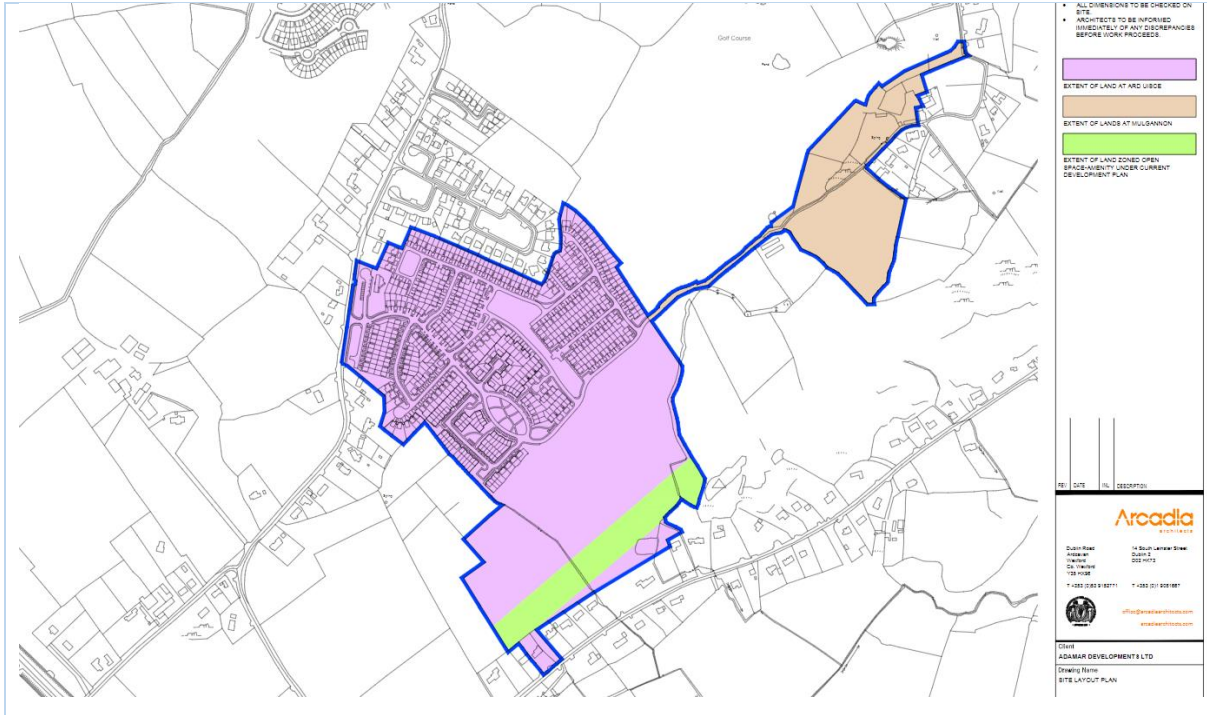
The Council also continues to seek prioritised investment in the town's water and wastewater infrastructure to ensure that the future development of the town is not compromised.

The preparation of the Draft LAP will include a policy framework for the development of telecommunications infrastructure in the plan area, balanced with the need to protect residential amenity, visual amenity, and built and natural heritage

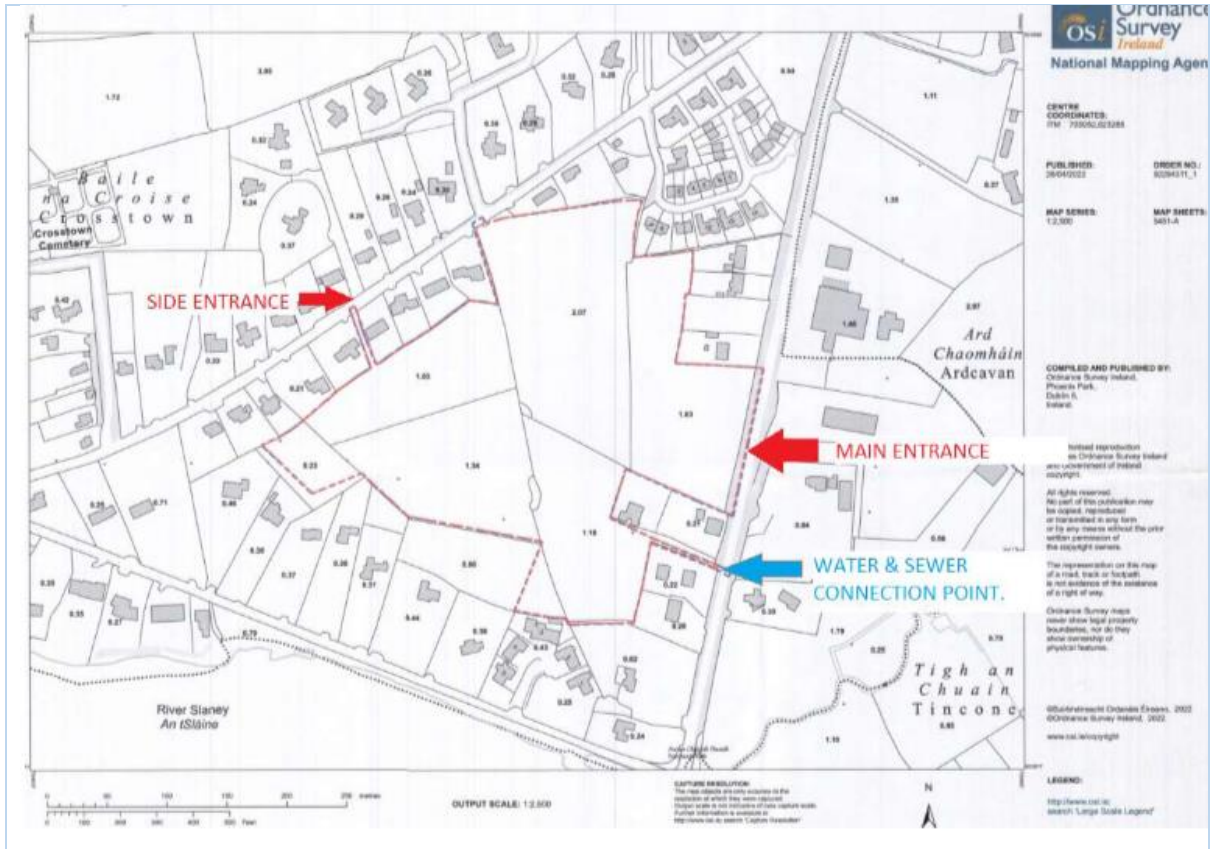
13 Land Use Zoning Submissions

13.1 Summary of Submissions

Submission No	17
Submission Name	Adamar Developments Ltd
Submission Summary	
<p>The submission requests the continuation of the zoning of lands as New Residential in Zone 19 (identified in purple on the map below) located at Ard Uisce, Coolballow, Whiterock Hill. The submission outlines that this zoning will help to support existing services and amenities for future development in the area and support existing services and amenities for the Ard Uisce development and Wexford Town, whilst also providing the opportunity for the development of more community and recreation facilities which will strengthen the local amenities. It is submitted that the continuation of this zoning is in accordance with existing policies and aims set out in regional and local plans.</p>	
<p>The submission further requests that lands in Zone 15 (identified in brown on the map below) located at Mulgannon be changed from Medium-Density Residential to Low-Density Residential. The low-density zoning is requested due to the surrounding context of the open space (golf course lands) and one-off housing. It is considered that low-density is more appropriate to ensure that existing residential amenities, as well as surrounding open space, is protected. It is further considered that a low-density zoning will allow for the development of executive style residential properties which would bolster the variety of housing on offer in the town.</p>	
<p>The submission notes that the zoning of the lands supports national, regional and local policies related to population and housing targets for the town.</p>	



Submission No	25
Submission Name	Jim McGillicuddy
Submission Summary	
<p>This submission relates to lands located at Crosstown (see lands outlined in red on the map below). The submission requests the zoning of the 7.2ha of land as Residential noting, in support of the zoning request, the location of the lands contiguous and spatially sequential to the existing built-up footprint of the settlement, the consolidation of an underutilised gap site, the lands can be considered Tier 1 as they are serviced, existing pedestrian connectivity with footpaths to the town, cycle facilities are partially provided, vehicular connectivity to the town centre and town schools, including a bus service to the nearby village of Castlebridge, and to other rural schools.</p> <p>The submission notes the range of amenities and community facilities located in the town and within walking and cycling distance, (10- and 20-minute walking isochrone maps and 10-minute cycling isochrone map provided) and will therefore contribute to the 10-minute town concept.</p> <p>The submission further notes the previous zoning of the lands in the 2002 Development Plan (Residential) and in the 2009 Development Plan (Residential and partial Mixed-Use). This together with previous planning permission granted by Wexford County Council, indicate the principle of residential development on the lands has been established, and therefore should be given priority over other newly zoned residential land.</p> <p>The submission also sets out the landowners' firm intention and commitment to progress, facilitate and expedite the development of the subject lands for residential housing as soon as possible after the finalisation of the LAP, and the zoning of lands as residential.</p>	



Submission No	26
Submission Name	Edward Lynch and Shane Lynch

Submission Summary

The map below denotes the lands (outlined in white) that are the subject of this submission.

Current Land Use Zoning Context - Wexford Town and Environs Development Plan 2009-2015



Source: Extracted Wexford Town and Environs Development Plan 2009-2015 (as extended), reproduced and annotated by The Planning Partnership, August 2023

Zoning Request No. 1

The submission request that lands currently zoned for purposes of Neighbourhood Centre / Mixed-Use (coloured dark purple on the map) be assigned the following zoning:

Neighbourhood and Local Centres: To protect, provide for or improve local facilities.

Neighbourhood and Local Centres contribute to sustaining liveable communities and neighbourhoods by fulfilling a local convenience retail, employment and service function, providing a mix of uses and range of services, at an appropriate local scale, to the local population often within a 5- or 10-minute walking distance.

Neighbourhood and Local Centres provide for local convenience shopping, however lower-order comparison shopping may also be open for consideration commensurate to the scale and character of the local centre and its functions in the neighbourhood. Neighbourhood and Local Centres also provide a focus for other uses, including but not limited to local services, community facilities, cultural uses, educational uses, medical and healthcare uses, places of public worship, innovation or enterprise centres and limited retail offices. Neighbourhood and Local Centres should also include residential uses, particularly at higher densities that contribute to sustainable compact growth. These can be delivered particularly above ground-floor level.

Development proposals in this zone must serve local needs and must demonstrate how the proposal would respect, reflect or contribute to the character and vibrancy of the particular Neighbourhood and Local Centre, commensurate with the nature and scale of the development. Developments must deliver a quality urban environment and public realm with a focus on accessibility and permeability.

Zoning Request No. 2

The submission requests that lands currently zoned for the purposes of Retail Park / Bulky Goods (shown in dark orange on the map above) be assigned the following Zoning Objective

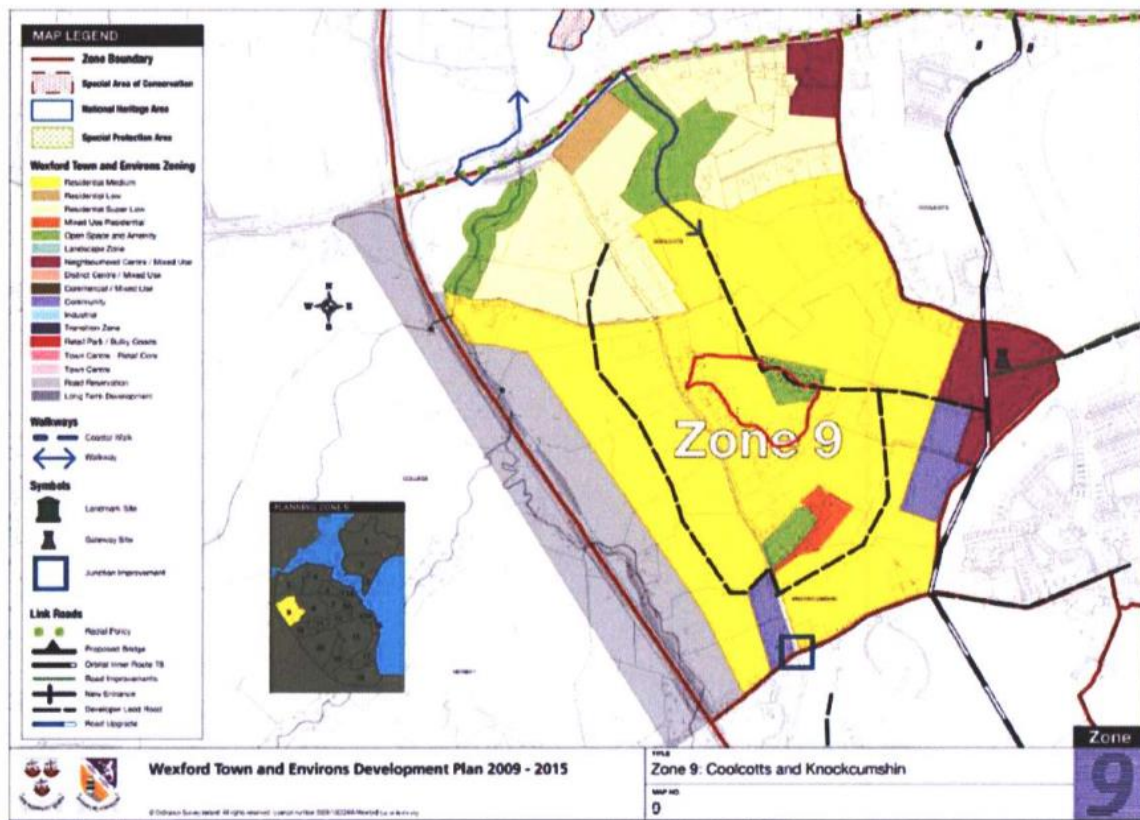
Retail Warehousing: To provide for retail warehousing development.

The purpose of this zoning objective is to provide for the sale of bulky goods as defined in the Retail Planning Guidelines. Pure comparison or convenience retailing is not permitted in this zone. Ancillary small-scale local service users (for example coffee shops) may be open for consideration subject to local considerations and an appropriate scale where they are subsidiary to the main retail warehousing uses and do not conflict with the primary zoning objective.

Submission No	27
Submission Name	Consent for publication of name withheld

Submission Summary

This submission relates to lands on Glenville Road (see lands outlined in red on the image below). The submission states that without prior knowledge, notification or engagement and adversely affecting their property rights, substantial parts of the lands were rezoned from Residential to Open Space and Amenity in the Wexford Town and Environs Development Plan 2009-2015. The submission requests that the zoning be changed back from Open Space and Amenity to Residential.



The submission outlines that it is the landowners' belief that, at that time, there was confusion about the boundary of their lands with the adjoining landholding, and that the open space and amenity zoning was supposed to form part of an adjoining landholding which was likely to be developed as a large-scale housing estate, whereas there are no such plans for their lands. Furthermore, it is

submitted that the amount of their lands zoned open space and amenity is disproportionate to the amount of open space and amenity zoning on the adjoining landholding. The submission requests that the landowners be consulted when drafting the new LAP.

Submission No	30
Submission Name	Wexford Golf Club

Submission Summary

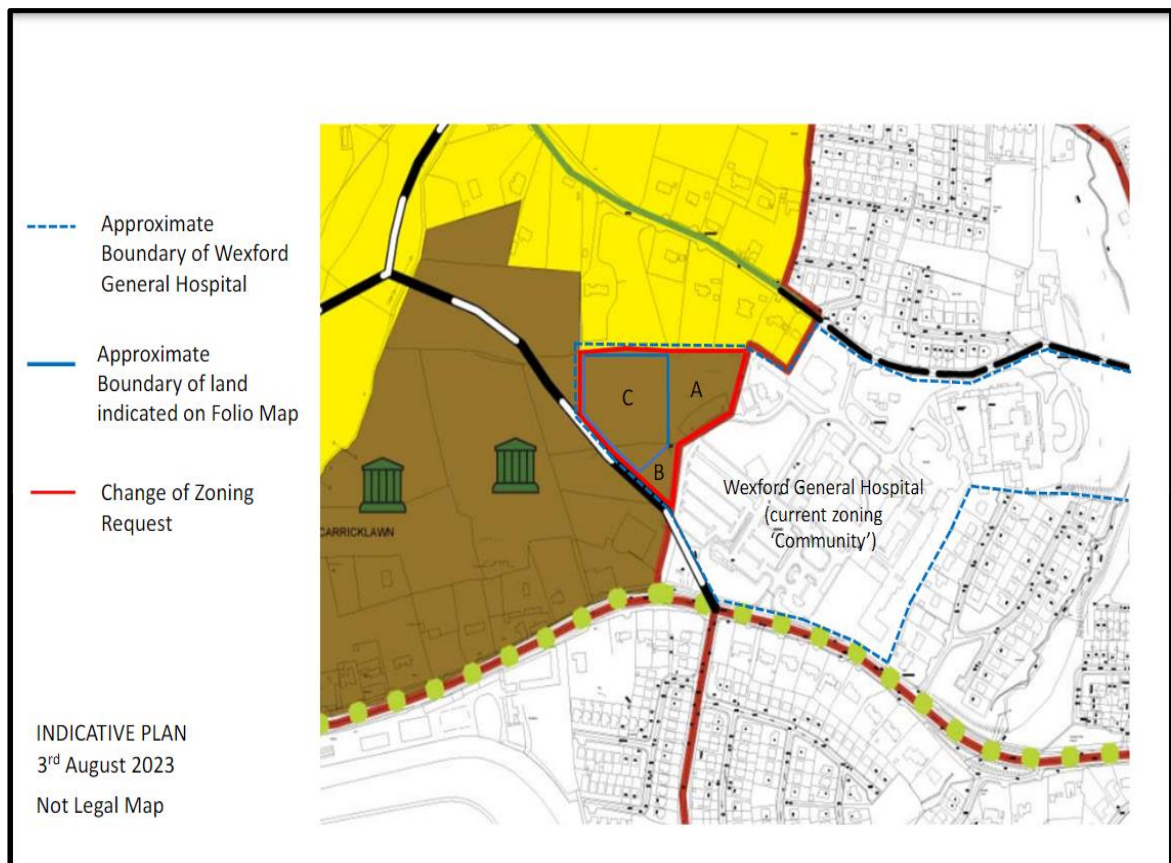
This submission requests that careful consideration be given to the zoning of lands surrounding the golf club to ensure that the land use zoning objective(s) and future development does not impact on the integrity or operation of the golf course. The submission requests that reasonable provision is made for buffer zones to be included which minimise the risk to the golf club of having to reconfigure the course and to avoid any possibility of interference or disruption to its ongoing operation. The submission further notes that when planning the future of the town, that Wexford Golf Club is seen as an important sporting, environmental, economic and tourism asset of the town which needs to be considered, supported and protected in the plan. The submission provides details on the importance of the golf club from an economic (tourism and employment), sustainability and biodiversity, health and wellbeing, and female participation.

Submission Numbers:	33 and 47
Submission Names	Health Service Executive (HSE) and Weichert Architects on behalf of the Health Service Executive (HSE) – Wexford General Hospital

Submission Summary

The HSE owns lands at Carricklawn which are immediately adjacent to Wexford General Hospital. It is the HSE’s intention to develop the lands (identified as Area C on the indicative plan below) to allow for the expansion of services at the hospital.

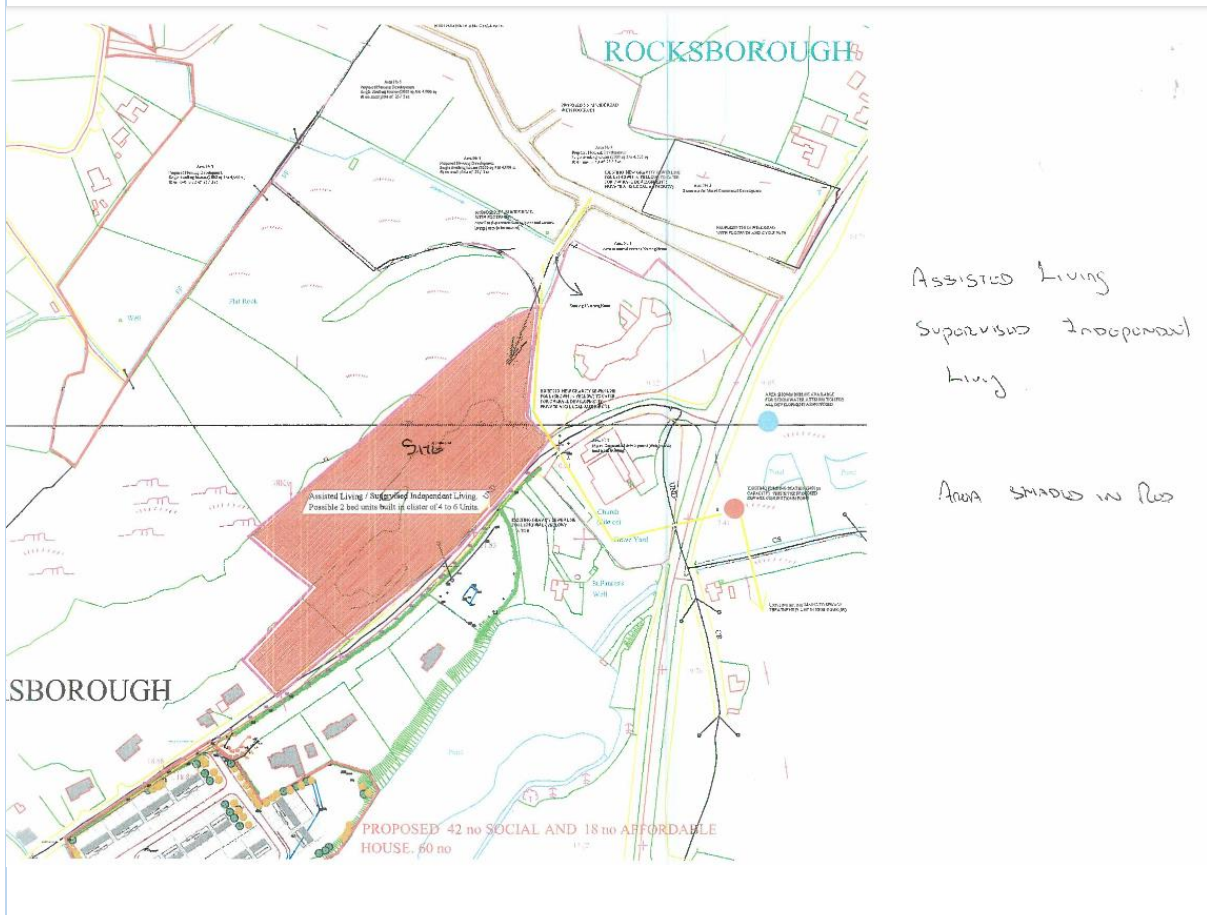
There are two further areas of lands (identified as A and B on the indicative plan below) that already have established acute hospital uses on them. However, the lands are zoned mixed-use. The HSE request that Areas A, B and C are zoned for Community use.



Submission No	40
Submission Name	Philip Stafford

Submission Summary

This submission relates to lands at Kerlogue (see map below). The submission requests that the existing disused quarry be rezoned to allow sheltered housing / step-down housing for the elderly. The housing will be run in conjunction with Kerlogue Nursing Home and all necessary services in the nursing home will be provided to people living in the sheltered / step-down housing. A new access road can be constructed to accommodate the development of lands in this area. It is submitted that Kerlogue Nursing Home is the only care facility in Wexford Town that can develop this type of housing and will allow elderly persons a self-contained house within the confines of this secure site.

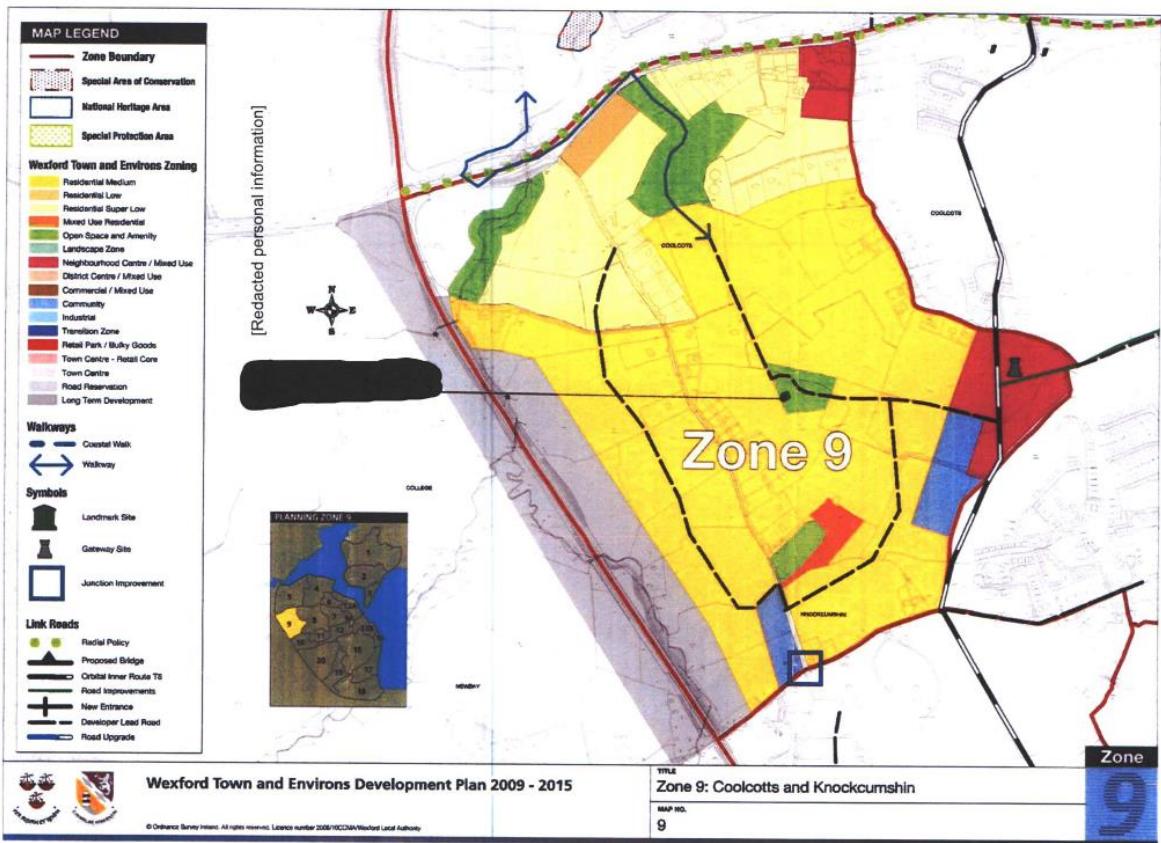


Submission No	42
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Submission Name	Eamon Gregg
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Submission Summary

This submission relates to lands at Coolcotts and Knockcumshin (see map below). It is submitted that the lands were previously zoned open space and amenity without their knowledge, and that this green area is causing difficulties. It is submitted that the lands are of an agricultural use, and while they have no short-term plans, they have no issue with the general zoning of residential medium. It is requested that the existing zoning be amended, and the open space and amenity area omitted.



Submission No	68
Submission Name	Lidl Ireland GmbH

Submission Summary

This submission requests that the site of the existing Lidl, located at Whitemill, continued to be zoned as a Neighbourhood Centre (or equivalent wording) to facilitate the appropriate ongoing use and development of the site.

Figure 1: Subject Site at Whitemill Road



Source: Bing Maps, annotated by The Planning Partnership

This submission also requests that their lands on the Rosslare Road (located northeast of Kerlogue Nursing Home, and which was subject to recent planning permission granted by Wexford County Council for a supermarket planning register no. 20230487²) also be zoned as Neighbourhood Centre (or equivalent wording) to facilitate the development of a supermarket on that site.

² Note: this decision is currently under appeal to An Bord Pleanála.

Figure 2: Subject Site at Rosslare Road (Approx. Boundaries Outlined in Red)



Source: Bing Maps

In support of the Rosslare Road land use zoning request, the submission submits that the southern environs of the town are currently under-served by supermarkets and there is a gap in the south in terms of neighbourhood centres and supermarkets within 1km radius (10-12 minutes' walk). The submission further notes that the site is close to residential landbanks and in an area that has been the focus of recent significant population growth. The submission also notes that this area has a significant day-time population (employment uses) which would benefit from convenient access to food shopping facilities to encourage linked and sustainable trips.

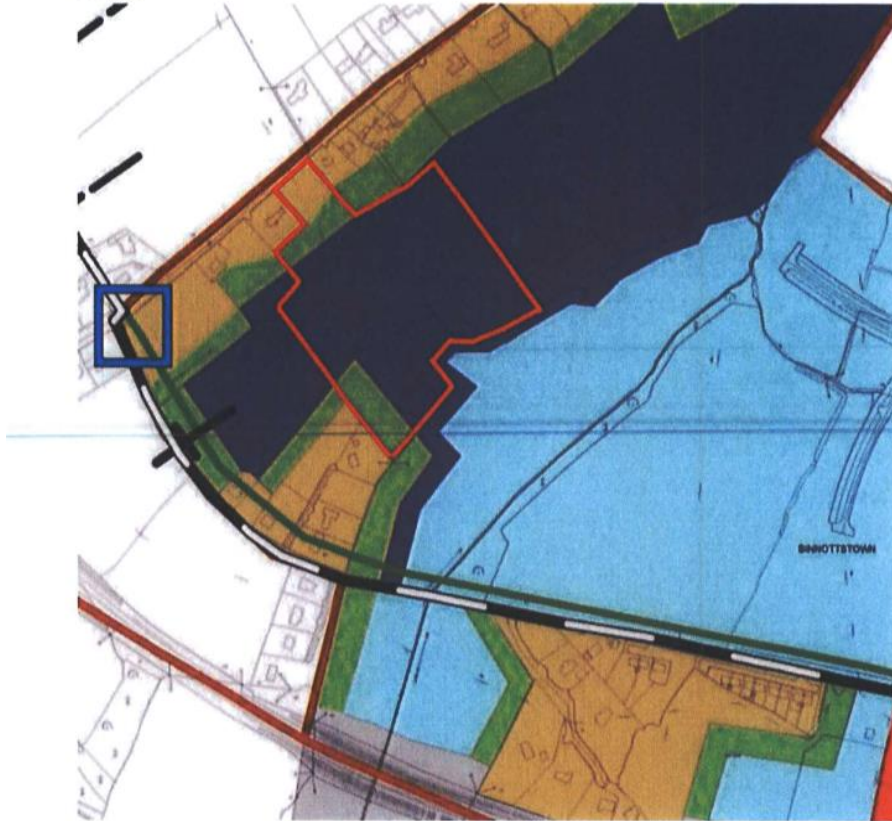
As part of planning register no. 20230487, five potential sites were assessed but this site emerged as the only suitable, available and viable location having regard to the criteria in the Retail Planning Guidelines, therefore satisfying the sequential test. The submission notes that this was accepted as part of the planning application, and that Wexford County Council should reaffirm the suitability of the subject site for use by zoning it for a Neighbourhood Centre.

Submission No	69
Submission Name	Naomi Kloss
Submission Summary	
<p>This submission requests that lands located at Starvehall / Coolballow are zoned for New Residential. This land, which is outlined in red on the map below, extends to circa 4.3ha. It was mainly zoned as 'Transition Zone', along with a small component of 'Open Space and Amenity' and 'Residential Low Density' in the previous town development plan.</p> <p>It is submitted that the 'Transition Zone' land use zoning, by reason of the uses permissible or open for consideration, was inappropriate having regard to the location of the lands in proximity to adjoining houses, the elevated and exposed nature of the lands and the required changes to the topography, very substantial cut and fill and removal of trees and vegetation that would be required to facilitate development that the Transition Zone allowed.</p> <p>It is considered that these infill lands and lands to the west of Sinnottstown Lane and all other lands to the rear of Coolballow would be better suited to residential³.</p> <p>The subject lands are in an area with good services and amenities, in proximity to the proposed SETU campus and the planned M11 motorway. It is also in close proximity to industrial and commercial zoned lands, including IDA lands. This would allow people to live in close proximity to their work and reduce travel demand. The land is suitable for lower residential density, it will contribute to compact and consolidated development, it is located within the existing built-up area, follows the sequential approach to zoning, utilises a serviced site and supports the 10-Minute town concept.</p> <p>It is suggested that the green buffer zone located between the Transition Zone and the existing residential development be relocated to run along the stream further to the north to protect the stream, and the new residential can be provided up to the</p>	

³ Note: the submission refers to other landowners who would like their lands to be removed from the Transition Zone. However, no submissions were received from those landowners.

boundary with existing residential uses. It is also submitted that the undulating site can be designed to deliver well-screened individual housing units while maintaining the natural character and features of the area.

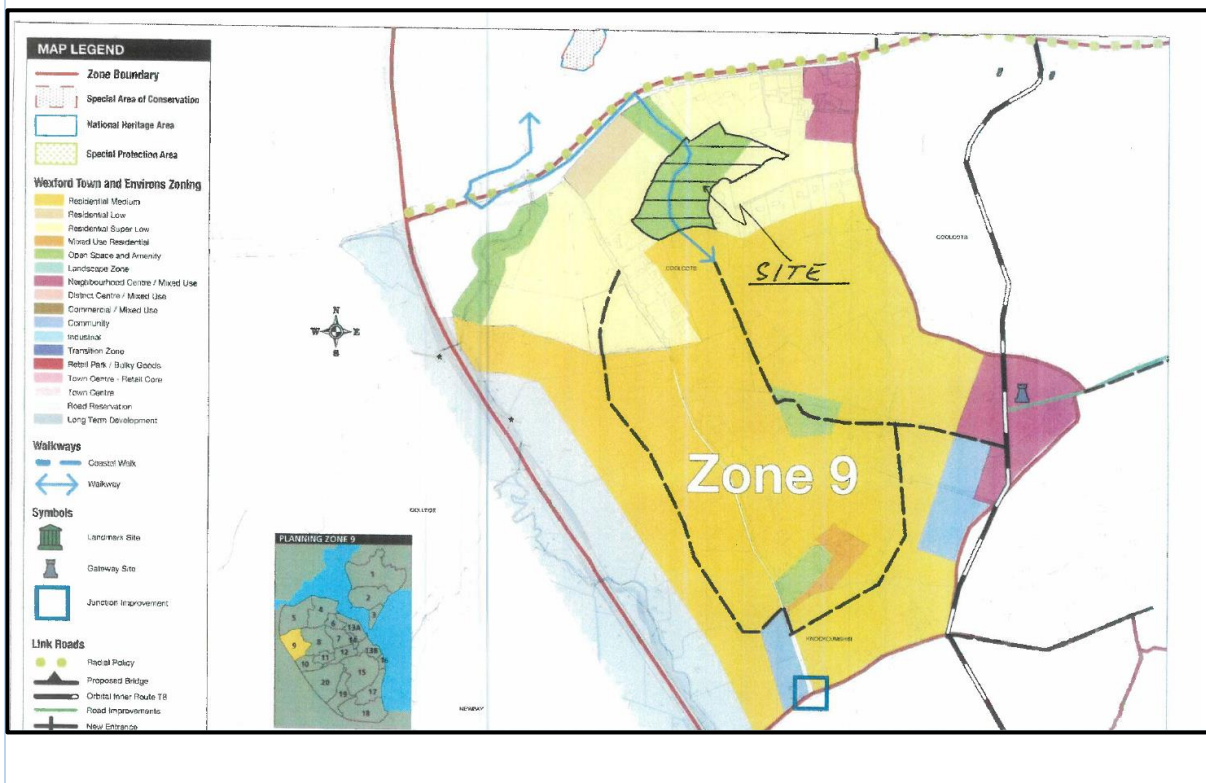
Figure 1: Location of site as per the Wexford Town and Environs Plan 2009 – 2015.



Submission No	70
Submission Name	Philip Lynch

Submission Summary

This submission relates to a site at Coolcotts (see maps below for the location of the subject lands). The submission notes that the zoning of the site in the 2009-2015 Town Plan was 'Open Space and Amenity' for the greater part of the site and 'Super Low Residential' for the remainder. The submission requests that the site is zoned Medium Density Residential noting that the site is adjacent to water and sewerage services, close to primary and secondary schools, close to shopping areas and supermarkets, offers the opportunity for a high-quality housing for all, complies with the 10-minute town concept and complies with the objective of a compact and well-connected town.



13.2 Response

The Wexford Town and Environs Development Plan 2009-2015 (as extended) has expired, and as such there is currently no land zoning in place for any lands in the town. The Planning and Development Act 2000 (as amended) states that there shall be no presumption in law that any land zoned in a particular development plan or local area plan shall remain so zoned in any subsequent development plan or local area plan.

The land use zoning requests are noted and will be given consideration in the preparation of the Draft LAP. The zoning of land will be guided by the relevant sections and methodology set out in the Section 28 Development Plans – Guidelines for Planning Authorities (2022).

With regard to the submissions which state that lands were zoned without the owners' knowledge, it should be noted that the preparation of the Wexford Town and Environs Development Plan 2009-2015 and associated zoning was advertised and placed on public display in accordance with statutory requirements.

14 Conclusions and Next Steps

The Council wishes to express its thanks to everyone who took the time to attend one of the public consultation events or to make a submission or observation on the issues that the new LAP should address.

This report is now submitted to the Elected Members of the Council for their consideration as part of the preparation of the Draft LAP. The Draft LAP will be informed by the Planning and Development Act, 2000 (as amended), relevant national, regional and local planning policy, the relevant Section 28 Guidelines, the submissions received during the pre-draft consultation stage, direct stakeholder engagement, and the Elected Members' considerations.

Once the Draft LAP is finalised, it will be placed on public display and there will be a period of public consultation on the Draft LAP. This public consultation period, which is likely to take place during Q2, 2024, will run for a minimum period of six weeks during which time people will be able to make written submissions and observations on the Draft LAP.

Appendix A

List of Persons, Bodies and Groups who made Submissions and Observations

No.	Name
1.	Brian Toomey
2.	Consent for publication of name withheld
3.	Consent for publication of name withheld
4.	Consent for publication of name withheld
5.	Dublin Airport Authority
6.	Michael Power
7.	Department of Education
8.	Paddy Sweetman
9.	Anne Deane
10.	John Hayes
11.	Richard Gem
12.	Louise Nolan
13.	Louise Nolan
14.	Consent for publication of name withheld
15.	Corry Cashman
16.	Peter Branigan
17.	Adamar Developments Ltd
18.	South East on Track
19.	Ivor McElveen
20.	Comhaltas Craobh Loch Garman
21.	Linda Leacy
22.	An Post
23.	Department of Public Health Area C
24.	Ciara Murphy
25.	Jim McGillicuddy
26.	Edward Lynch and Shane Lynch
27.	Consent for publication of name withheld
28.	Office of the Planning Regulator
29.	John Mullins
30.	Wexford Golf Club
31.	Office of Public Works

32.	Consent for publication of name withheld
33.	Health Service Executive
34.	National Transport Authority
35.	Transport Infrastructure Ireland
36.	Department of Transport
37.	Geraldine Cousins
38.	Roman Monahan
39.	Tom Brennan
40.	Philip Stafford
41.	Southend Family Resource Centre
42.	Eamonn Gregg
43.	John Atkinson
44.	Maybelle Wallis
45.	Department of the Environment, Climate and Communications
46.	Reiltín Murphy
47.	Wejchert Architects on behalf of the Health Service Executive – Wexford General Hospital
48.	Southern Regional Assembly
49.	Alex Collison
50.	Uisce Éireann
51.	Consent for publication of name withheld
52.	Consent for publication of name withheld
53.	Anne O'Reilly
54.	Ethna Monks
55.	Irish Mountaineering Club
56.	Consent for publication of name withheld
57.	Helen Corish-Wylde
58.	Consent for publication of name withheld
59.	Consent for publication of name withheld
60.	Department of Housing, Local Government and Heritage
61.	Patrick Geoghegan
62.	The Wexford Hillwalking and Mountaineering Club

63.	Consent for publication of name withheld
64.	Claire Comiskey
65.	Wexford Town Sustainable Energy Community
66.	Mountaineering Ireland
67.	Martin Power
68.	Lidl Ireland GmbH
69.	Naomi Kloss
70.	Philip Lynch
71.	Consent for publication of name withheld
72.	Consent for publication of name withheld
73.	Wexford Bus

Appendix B

List of Prescribed Authorities and Stakeholders Notified of the Pre-draft Consultation Period

Prescribed Authorities

- An Bord Pleanála
- Office of the Planning Regulator
- Southern Regional Assembly
- Minister for Housing, Local Government & Heritage
- Minister for Tourism, Culture, Arts, Gaeltacht, Sport & Media
- Uisce Éireann
- Local Community Development Committee (Wexford LCDC)
- Carlow County Council
- Kilkenny County Council
- Waterford City & County Council
- Wicklow County Council

Stakeholders and Consultees

These are grouped according to general aims and/or service provided. Some duplications occur where service providers / stakeholders fall under multiple groupings.

Education:

- Access 2000 Wexford CLG
- Department of Education
- Department of Further and Higher Education, Research, Innovation & Science
- South East Technological University (SETU)
- Waterford & Wexford Education Training Board (WWETB)
- Wexford Adult Education Centre
- Wexford Local Development
- Wexford Schools Completion Programme

Secondary Schools:

- Mercy Primary School
- St. Iberius Primary School
- Wexford Educate Together Primary School
- St. John of God Primary School

- Kennedy Park Primary School
- CBS Primary School
- Scoil Mhuire Coolcotts
- Our Lady of Fatima Primary School
- Gaelscoil Charman

Secondary Schools:

- Selskar College
- Loreto Wexford
- Presentation Secondary School
- St. Peter's College
- Our Lady of Fatima Post-primary School
- Coláiste Eamonn Rís

Children / Youth:

- Comhairle na nÓg
- Department of Children, Equality, Disability, Integration & Youth
- FDYS
- SAFE Youth Diversion Project (FAB)
- Wexford CYPSC
- Wexford Schools Completion Programme
- Wexford County Childcare Committee
- Youth Reach
- Youth Train

Housing:

- Construction Industry Federation
- Ozanam House
- Cluid Housing (Approved Housing Body)
- Focus Ireland (Approved Housing Body)
- Respond (Approved Housing Body)
- Co-Operative Housing Ireland (Approved Housing Body)

- Housing Department (Wexford County Council)

Community and Social Inclusion:

- Access Officer (Wexford County Council)
- Age Friendly Wexford
- Clonard Community Centre
- FDYS Community Based Drugs Initiative
- Coolcotts Community Centre
- Intreo – Department of Social Protection
- National Disability Authority
- Pavee Point Traveller & Roma Centre
- Traveller Community Health & Education Programme (WLD)
- Wexford Able-Disabled Club
- Wexford Healthy County Committee
- Wexford Local Development (WLD)
- Wexford Traveller Interagency Group (Community Section WCC)

Arts and Heritage:

- Heritage Officer (Wexford County Council)
- Department of Housing, Local Government & Heritage (*Prescribed Authority)
- National Opera House
- Wexford Drama Group
- Wexford Library
- Wexford Pantomime Society
- Wexford Town (Borough) Heritage Committee
- Wexford Historical Society

Infrastructure Stakeholders:

- Uisce Éireann (*Prescribed Authority)
- Office of Public Works (OPW)
- National Broadband Ireland
- Health Service Executive (HSE) – Southeast Region

- Department of Health
- An Post
- Bord Gáis
- Gas Networks Ireland
- Electricity Supply Board (ESB)
- Eirgrid

Transport and Transport Infrastructure Stakeholders:

- National Transport Authority
- Department of Transport
- Iarnród Éireann
- Córas Iompair Éireann (CIE)
- Wexford Bus
- Local Link
- WexBUG
- South East on Track
- Transport Infrastructure Ireland (TII)
- Zero Emission Vehicles Ireland (ZEVI)
- Irish Aviation Authority add
- AirNav Ireland (Formerly IAA-ANSP)

Economic, Business and Tourism:

- Department of Enterprise, Trade & Employment
- Department of Tourism, Culture, Arts, Gaeltacht, Sport & Media (*Prescribed Authority)
- Economic Development Section (Wexford County Council)
- Enterprise Ireland
- Fáilte Ireland
- IDA South East
- Local Enterprise Office (Wexford County Council)
- Retail Excellence Ireland
- RGDATA

- Wexford Chamber of Commerce
- Tourism Ireland
- Teagasc
- Aurora Seafoods Limited
- Crescent Seafoods Limited
- Wexford Mussels
- River Bank Mussels Limited
- Loch Garman Harbour Mussels Limited
- Retail Ireland
- Wexford Enterprise Association

Current Large Employers:

- BNY Mellon
- Celtic Linen
- Coca-Cola (European Refreshments)
- Danone Nutricia
- Department of Communications, Climate Action & Environment
- DoneDeal
- Equifax Commercial Services
- Gallaghers
- Infosys
- Kent Stainless
- Kersia / Medentech
- Nolan Transport
- Scallan's Food Service
- Scurri
- Snap-tite (Parker Hannafin)
- Sonru
- Sulzer
- Theo Benning
- Waters Technology
- Wexford Bus

- Wexford Creamery
- Wexford General Hospital
- WISE Limited
- Zurich Insurance

Climate Action, Environmental & Biodiversity:

- An Taisce
- Wexford Harbour Master / Senior Marine Officer (Capt. Phil Murphy, WCC)
- Climate Action Co-ordinator (Wexford County Council)
- Coastwatch
- Department of Agriculture, Food & the Marine
- Department of Environment, Climate & Communications
- Geological Survey Ireland
- Local Authorities Water Programme (LAWPRO)
- National Parks & Wildlife Service
- South East Energy Agency
- Sustainable Energy Authority of Ireland (SEAI)
- Town Gardeners (Wexford County Council)

Sports and Recreation:

- Wexford (Bettyville) Racecourse
- Sports Active Wexford (Wexford County Council)
- Wexford Albion
- Wexford Boxing Club
- Wexford Bridge Club
- Wexford Celtic
- Wexford GAA (Wexford Park)
- Wexford Golf Club
- Wexford Gymnastics Club
- Wexford Harbour Tennis & Boat Club
- Wexford Swimming Pool
- Wexford Wanderers Rugby Club

- Wexford Youths

Non-Prescribed Authority Stakeholders:

- An Chomhairle Ealaíon
- Dublin Airport Authority
- Eastern and Midland Regional Assembly
- Environmental Protection Agency
- Health and Safety Authority
- Inland Fisheries Ireland
- Minister for Defence
- Northern and Western Regional Assembly
- The Heritage Council

Public Participation Network (PPN) Stakeholders:

Notice was issued to all PPN member groups within the Wexford Borough District including the following:

- National Learning Network / Swan Training Centre
- WexBUG
- The Irish National Heritage Park
- Future Proof Wexford
- Love Redmond Park
- Wexford Environmental Network
- Wexford Tidy Towns
- Wexford Town Sustainable Energy Community
- Aiseirí Roxborough
- ALONE
- Ard Aoibhinn Services
- Cari Foundation
- Clonard Area Development Association
- Cottage Autism Network
- Cuidiú The National Childbirth Trust (Wexford Branch)
- FAB Community & Family Resource Centre

- Family Carers Ireland (Wexford Branch)
- It's Good 2 Talk
- National Council for the Blind (Wexford Branch)
- National Learning Network
- Rehab Care Wexford
- Soroptimist International Wexford
- Southend Family Resource Centre / Southend Community Development Group
- St. Bridget's Day Care Centre
- St. Joseph's Community Centre
- TFI Local Link Wexford
- The Collective Sensory Group
- The MS Society of Ireland - Wexford
- Tracie Lawlor Trust for Cystic Fibrosis
- U3A - Wexford
- Wexford Active Retirement Association
- Wexford Community Service Council
- Wexford COPD Peer Support Group
- Wexford Mental Health Association
- Wexford Peer Family Support Groups
- Wexford Pride
- Wexford Rape Crisis
- Wexford Trails Steering Group
- Wexford Traveller Mental Health Group
- Wexford Volunteer Centre
- Wexford Working Men's Club
- Wexford Women's Refuge
- Windmill Therapeutic Training Unit
- Craobh Loch Garman Comhaltas Ceoltóirí Éireann
- Oyster Lane Theatre Group
- Wexford Arts Centre
- Wexford Drama Festival Committee

- Wexford Light Opera Society
- Wexford School of Music
- Wexford Sinfonia
- 13th Wexford Clonard Scouts
- 2nd Wexford Scouts
- Catholic Guides of Ireland (Wexford Town Unit)
- Clonard GAA
- Clonard Girl Guides Unit
- DMP Athletics
- Faythe Harriers Hurling & Camogie Club
- Ferrycarrig Rowing Club
- Loch Garman Band
- Menapians Athletics Club
- North End United
- Polish Scouting Association Wexford
- Sarsfields Gaelic Football Club
- St. John's Volunteers GAA Club
- St. Mary's Maudlintown
- Troll Rowing Club
- Wexford and District Womens & Schoolgirls League
- Wexford Athletics
- Wexford Chess
- Wexford Football Academy
- Wexford Hockey Club
- Wexford Kung Fu & Kickboxing Centre
- Wexford Model Railway Club CLG
- Wexford Skater Collective
- Wexford Sub Aqua Club
- Wexford Swimming Club
- Wexford Town ICA Guild
- Wexford Wanderers Cricket Club

Appendix C

**Facilitated Workshop Consultation Report prepared by
Octavian Economics**

