
Chief Executive's Report on the Submissions and Observations Received on the Draft Wexford County Development Plan 2021-2027

April 2021

BOOK 2

- Section 1 Volume 2 Development Management Manual
- Section 2 Volume 3 Bunclody Town Settlement Plan
- Section 3 Volume 3 Rosslare Harbour & Kilrane Settlement Plan
- Section 4 Volume 3 Castlebridge Specific Objectives
- Section 5 Volume 3 Rosslare Strand Specific Objectives
- Section 6 Volume 4 Statement of Compliance with Section 28 Guidelines

Section 2 – Volume 3 Bunclody Town Settlement Plan

Relevant Submissions

WXF-C3-14 Our Lady of Lourdes NS
WXF-C3-20 Toomey
WXF-C3-22 Toomey
WXF-C3-45 Chapman
WXF-C3-57 Mernagh
WXF-C3-74 Heatley
WXF-C3-91 Clohamon Development Group
WXF-C3-93 O'Connor
WXF-C3-104 Slaney Foods
WXF-C3-117 Mahon
WXF-C3-164 Office of the Planning Regulator (OPR)
WXF-C3-165 Breen

Summary of Main Issues Raised and Chief Executive's Response

Section 1.4.2 Core Strategy Development Approach

WXF-C3-22 (Toomey) suggests that empty and unused buildings should be used instead to bring local employment and for recreational uses.

WXF-C3-164 (OPR) requested that consideration be given to re-allocating additional population to Levels 2-4 on the Settlement Hierarchy in Chapter 3 Core Strategy in Volume 1 Written Statement.

Section 1.4.2 Core Strategy Development Approach Chief Executive's Response

Regarding WXF-C3-22 (Toomey), the Core Strategy Development approach contained in the Settlement Plan (here on referred to as the SP) outlines that there will be a focus on regeneration and renewal and is supportive of bringing empty and unused buildings back into use. The SP addresses the suggestions in this submission in Objective B19 'To encourage and facilitate the reuse of existing vacant properties for appropriate uses subject to normal

planning and environmental criteria and the proper planning and sustainable development of the area.’ No amendment required.

Section 2 in Book 1 of this report sets out the full response to and recommendations arising from consideration of the OPR submission. In summary, the proposed amendments relating to Bunclody Town are:

- It is proposed to designate the town as a Level 3(a) Service Settlement;
- The population and household growth allocations has been amended to 195 persons and 133 households between 2021-2027; and
- At a density of 25 units/ha, 5.32ha of residential zoned land will be required. This represents an increase of 1.32ha on the figure proposed in the Draft SP.

It is recommended that all relevant references and sections in the SP be amended to reflect these recommendations.

Section 1.4.4 Access for All and Age Friendly

Submissions WXF-C3-20 (Toomey) and WXF-C3-93 (O’Connor) express concerns that The Mall is not presently suitable for use by the elderly and persons with disabilities and it is important that The Mall is upgraded to address this concern.

WXF-C3-93 (O’Connor) suggests that provision of suitable housing should be prioritised for the elderly in town centre locations and that derelict sites offer a solution.

Section 1.4.4 Access for All and Age Friendly Chief Executive’s Response

The Council notes the views expressed and has actively supported access for all and age friendly measures through promoting accessibility in the public realm at The Mall and elsewhere in the SP area, and through the principle of Universal Access and ensuring the design of buildings and homes are accessible for all. The concerns are noted with regard to the surfacing of The Mall. This matter is currently being reviewed by the Area Engineer. See Section 1.4.5 below which deals with the public realm.

The SP is supportive of the provision of housing in or close to the town centre, including for elderly persons. Objective B1 states 'to ensure the future planning of the settlement addresses the needs of all users and residents, including older people. The principles of universal access for all will be applied to all developments including public realm and environmental improvements carried out by the local authority or local community groups in the settlement. Housing for older people should be generally be located within the town centre to have easy access to services. No amendment required.

Section 1.4.5 Urban Design and Public Realm Strategy

WXF-C3-165 (Breen) notes that Bunclody's extensive stone walls add significantly to the character of the town and merits specific attention.

A number of submissions also reference the development of the Mall including WXF-C3-93 (O'Connor) and WXF-C3-20 (Toomey).

Section 1.4.5 Urban Design and Public Realm Strategy Chief Executive's Response

The Council recognises that the extensive stone walls are prominent features of Bunclody, and that careful treatment of such unique features is of paramount importance.

The SP is supportive of appropriate proposals for improvements of The Mall and the protection of stone walls as expressed by Objective B11: 'To improve the public realm particularly in the town centre and along the approach roads to Bunclody, with particular regard to footpaths, hard and soft landscaping, open spaces, street furniture, signage, street lighting and the on-street car parking. Ensure that non-structural elements of the village such as original paving and cobbles, stone walls, plaques etc. are treated as an integral part of the town's character and are protected from destruction and inappropriate development.'

No amendment required.

Section 1.4.6 Compact Growth

WX-CF-22 (Toomey) suggests that the building next door to the Credit Union could be a Hot Desk Hub and the many empty buildings behind Mr Price could be turned into a civic theatre and the former nightclub beside the Apple Green garage could be an indoor roller rink all leading to much needed local employment and enjoyment.

Section 1.4.6 Compact Growth Chief Executive's Response

The SP is supportive of facilitating appropriate uses for existing vacant buildings for employment uses, including remote working and hot desks, and cultural uses as expressed by the following objectives:

- Objective B15: To prioritise the development of vacant, infill and under-utilised brownfield sites in the settlement plan area to achieve compact growth and sustainable development.
- Objective B19: To encourage and facilitate the reuse of existing vacant properties for appropriate uses subject to normal planning and environmental criteria and the proper planning and sustainable development of the area.

No amendment required.

Section 1.4.8 Residential

Several submissions raised issues about the tiered approach to zoning as set out in Chapter 4 Sustainable Housing in Volume 1 Written Statement and as applied to the Rosslare Harbour and Kilrane Settlement Plan. While these submissions did not explicitly refer to Bunclody Town, the issues raised also relate to this SP. Refer to Section 8 of Book 1 of this report for the submission details and the main issues raised.

Section 1.4.8 Residential – Chief Executive's Response

Following consideration of submissions relating to the Tiered Approach to Zoning in Chapter 4 Sustainable Housing, it is considered appropriate to clearly set out the differences between the tiered approach to zoning land and prioritising development lands (phasing) in the Bunclody Town SP.

In summary, the approach used in the Bunclody Town prioritised the development of Tier 1 lands first as they were deemed available, ready-to-go, were located within the existing footprint of the settlement, contiguous to existing development and sequentially the most suitable sites. Tier 2 lands, which had identified infrastructural constraints but were deemed serviceable within the lifetime of the plan, were prioritised for development next. The Tier 1 (Phase 1) lands were given a three-year period to come forward for development, and if they were not forthcoming, the Tier 2 (Phase 2) lands would come into play, in a sequential manner. This three-year period is halfway during the lifetime of those settlement plans. This was a reasonable and considered approach, it ensures well-located, serviced lands are prioritised and it provides clarity around timelines.

While Tier 2 lands may address their servicing requirements and be ready-to-go at an early juncture in the plan period, this is not the only consideration in prioritising land for development. In this regard, as outlined in the foregoing, the residential lands chosen in Bunclody Town were not selected for these reasons alone but also for other reasons such as sequential development and the development of brownfield lands.

Having regard to the foregoing, and in the interests of clarity, it is recommended that Section 1.4.8 Residential be amended as follows:

- Amend the wording to clarify that the tiered approach and the prioritisation of lands for development are two different mechanisms.
- Identify that residential development lands will be prioritised over two phases. Phase 1 is allocated 6.09ha/133 units. Only one parcel of land will be allocated to Phase 2 as it is considered likely that least one of the Phase 1 sites will come forward during the initial three-year period. The Council will monitor the number of residential permissions granted since the plan came into effect and the number of these units that have been commenced or completed. The numbers of units that can be granted will be determined at the planning application stage, whether Phase 1 lands or Phase 2 lands.
- Amend Table B– 1 Future Residential Development and Delivery Approach to include an additional column labelled Phase. Each parcel of land will be allocated to either

Phase 1 or Phase 2. It is also proposed to include a Plot I.D. and identify if the subject lands are within the existing built-up footprint.

- The foregoing will also require amendments to Map 1 Land Use Zoning. It is recommended that references to tiers (T1 and T2) be omitted from the Legend and the Phase 1 and Phase 2 lands be identified by their 'New Residential' zoning colour.

Section 1.4.9 Transport and Movement

WXF-C3-20 (Toomey) expresses safety concerns for pedestrians walking to the graveyard on Ryland Road and requests that proper pedestrian, cycling and streetlight facilities be installed, including traffic calming measures to reduce speed.

WXF-C3-91(Clohamon Development Group), WXF-C3-93 (O'Connor), and WXF-C3-104 (Slaney Foods) further expand on this point and request that such facilities should be provided to Clohamon, given that Slaney Meats is a large employer for Bunclody with employees walking and cycling daily along this route. The submission suggests that the SP boundary should be expanded to include this development.

WXF-C3-93 (O'Connor) and WXF-C3-165 (Breen) note that granted planning permissions prevent the suggested link roads onto the R-746 road and onto the Mill Road.

WXF-C3-117 (Mahon) suggests that the proposed link road from the N80 to the R746 is not practical given the large difference in ground level and not feasible for a developer to build.

A number of submissions note that the provision of link roads and footpaths should not be developer-led but led but rather provided by the Council.

WXF-C3-165 (Breen) welcomes the proposals to provide link roads for new and alternative means of movement, especially for pedestrians and cyclists. It is suggested that existing lanes can be promoted for use by pedestrians by making them more attractive for use. The submission suggests that there is the possibility of using a lane close to Old Forest (housing estate) on the R-746 and accessing onto the Ryland road could provide an alternative means of access to the graveyard. A number of other potential links are identified.

WXF-C3-93 (O'Connor) requests that the footpaths be widened along the R-746 to the residential estates.

WXF-C3-165 (Breen) expresses concern that some of the footpaths are overgrown, that crossing points are not safe and suggests that improvements are made to the surface at Carraig Ban open space footpath as it is unsuitable for wheelchairs and pushchairs currently

Section 1.4.9 Transport and Movement Chief Executive's Response

The submissions suggesting the provision of safe pedestrian and cycling facilities with appropriate street lighting and traffic safety measures to the graveyard on Ryland Road and to Clohamon respectively, are noted. It is recommended that additional text is added to Objective B36 regarding pedestrian and street lighting.

It is not considered appropriate to expand the SP boundary further out the Ryland Road to Clohamon as this would run contrary to the principle of sequential development. However, it is recommended that Map 2 Objectives be amended to show a footpath and cycleway along Ryland Road to the edge of the SP boundary.

It is noted that there are submissions both for and against the proposed link roads as identified in the SP. It is considered imperative that the SP seeks to preserve lands for the provision of the link roads in order to both alleviate traffic congestion being funnelled at present onto the Mall, and to provide more direct and safe access to encourage more pedestrian and cycling use. The provision of link roads by developers in tandem with their developments is considered as an efficient use of resources resulting in a timely delivery of infrastructure. No amendment proposed.

It is acknowledged that a granted planning permission could impede the delivery of a link road onto Mill Road at the southwest of SP area, but no works have commenced on this site to date. There are no other live planning permissions that could impede the delivery of link roads.

Regarding the specific additional potential pedestrian and cycle ways highlighted in submissions it is considered that Objective B39 is consistent with this:

‘To provide and, encourage provision of, new connections between existing and new developments in the settlement plan area to address issues of poor local level access and permeability.’

The SP is supportive of widening and improving pedestrian facilities, including the repair of existing faulty footpaths and improving existing crossing facilities. This commitment is outlined in Objective B35: ‘To improve pedestrian and cycle facilities in general and particular crossings at junctions, to improve the quality and width, where appropriate, of all footpaths in the settlement plan area and improved access for people with disabilities and to provide cycle friendly routes to/from school with cycle parking facilities and encourage school to provide cycle training to all pupils’. No amendment required.

Section 1.4.13 Flood Risk Management

WXF-C3-20 (Toomey) suggests that restoration of the boundary wall on Ryland Road from the Fire Station to the mini pumping station would not only improve and enhance the entrance to the Town but it would also help with flood relief to the houses on Ryland Road.

WXF-C3-74 (Heatley) suggests that an appropriate flood defence barrier between the Ryland Road and the Slaney would provide adequate protection and would displace a small amount of catchment.

Section 1.4.13 Flood Risk Management Chief Executive’s Response

Bunclody was included as an Area for Further Assessment as part of the OPW’s CFRAM programme. This included the preparation of detailed flood zone mapping and a Flood Risk Management Plan. It was determined that the risk was not significant enough to prompt consideration of any structural measures. The Flood Risk Management Plan notes that where the CFRAM process has determined that there is currently a low level of flood risk in an AFA, this will be reviewed, along with all areas, as part of the review of the Preliminary Flood Risk Assessment (PFRA). This includes AFAs where the current level of risk may be low, but where the level of risk may increase in the future due to the potential impacts of climate

change and so action in the future may be required to manage such impacts. It is further noted that a low level of existing risk does not infer that undeveloped lands around the community are not prone to flooding, only that a limited number of existing properties are prone to flooding. When considering planning and development management, the potential for flooding in undeveloped areas needs to be fully considered for the AFAs in accordance with the Planning System and Flood Risk Management Guidelines. No amendment proposed.

Section 1.5 Land Use Zoning and Matrix

A number of submissions include requests for lands within the SP area to be rezoned. The following should be read in conjunction with Map B (A) which shows the location of the lands that are the subject of these zoning requests. The parcels are identified by their submission number e.g. No. 57, No. 117. Proposed amendments arising from consideration of these submissions are shown on Map 1 Land Use Zoning.

As a result of the zoning submissions received the IAR and phasing has been fully reviewed and revised. Most of these changes are detailed below in submissions WXF-C3-14, WXF-C3-57 and WXF-C3-117. In the interests of clarity lands have been allocated a parcel I.D (e.g. A). and are allocated to either Phase 1 or Phase 2. These details are shown in Table B-1 and will also be shown on Map 1 Land Use Zoning. In the interests of clarity (as it was not shown on Map 1 in the Draft SP) it should be noted that Plot C has been changed from Tier 2A (indicated on page 30 for development after the plan period) to Phase 2. Please see revised Map 1 and Table B-1.

Submission WXF-C3-14, Our Lady of Lourdes NS:

The submission concerns lands, unoccupied, on Hospital Hill, on the south side of the school grounds and it is suggested that it would be best zoned for Community use. The submission notes that as traffic is an area of concern for the school here some form of turning circle may form part of future development to benefit the community. As any further community-based development would be co-located with the school the submission author would be interested in plans for this site.

Chief Executive's Response

The current zoning in the SP is for Community and Education use and therefore no change is recommended.

Submission WXF-C3-57 Mernagh

This submission relates to lands located between the R746 and the N80. The subject lands are zoned Commercial in the Draft SP. The landowner requests that between 1.5/2ha of the lands be rezoned to Residential. This would decrease the lands zoned for Commercial use by a half. In support of this request, the submission notes the following:

- The proposed Commercial zoning is entirely dependent on the building of a link road from the R-746 to the N80. The Council should consider additional commercial uses along the N80, which would not require a link road.
- Site No. 3 in the IAR is mostly owned by the landowner. This land is zoned Residential. The requested increase in residential zoning would make a residential development more feasible.
- It is stated that once the 75m footpath is installed, the lands can be treated as Tier 1.
- The submission states that within Site No. 1 in the IAR most of the undeveloped land is in the ownership of Ferns diocese and is unlikely to be developed. Site No. 2 in the IAR appears to be mostly owned by a Housing Sustainable Community Agency, but there have been no recent planning applications to develop these lands.

Chief Executive's Response

As outlined in Section 1.4.9 Transport and Movement, there is a need to improve permeability and connectivity in the area, in particular, between Mill Road, Hospital Road and Ryland Road. This will be achieved by the proposed Link road referred to in the submission. As integral part of the Movement Strategy in the SP, it is recommended that the Link road be retained as proposed.

With regard to the lands in the ownership of the landowner which were zoned Residential in the Draft Plan it is advised that the IAR has been fully reviewed. It remains the opinion of

the Council that the Site No. 3 lands (now referred to as Plot B in the SP) are Tier 2 lands, that is, the lands are serviceable during the period of the plan.

With regard to zoning additional lands at this location it is noted that the prioritisation of lands for residential development is based on a range of factors including the planned levels of growth in the settlement, the achievement of compact growth, the application of the sequential approach, the location of the lands, suitability for residential development, the availability of and proximity to amenities, schools, shops and employment, accessibility to transport services and the availability of infrastructure (Tier 1 serviced land or Tier 2 serviceable land).

In line with the foregoing factors, it is considered that there are other lands that are sequentially closer to the town centre than the subject lands that would be more suitable for residential development, and accordingly it is not recommended to increase the residential zoning at this location as requested.

Further to this, it is recommended that the Plot B Residential zoned lands at this location be allocated to Phase 2.

Submission WXF-C3-74 Heatley

The submission author owns the commercial car sales yards, lands adjoining Meadowlands nightclub, north of Fire station on the N80. The car sales yard is currently unused and located in the centre of Bunclody. It is a key development site within the town core measuring 0.69 hectares.

The submission states that the lands were zoned town centre in previous plan (Bunclody LAP 2009-2015) and they are now proposed as open space and amenity. They state that their understanding is that the OPW flood zones are the primary reason for the change of zoning.

The submission states that if an appropriate flood protection structure was provided along the eastern boundary, this would provide adequate protection and would displace a small amount of catchment, c. 3 hectares.

It is stated that they have held discussions with the owner of the adjoining Apple Green service station and a joint approach could be undertaken to develop these lands.

If the site remains open space, no action will be taken to mitigate flood risk and unlikely any development would take place. If zoned town centre, this central site could be developed providing employment adjacent to the town and developed in accordance with the Flood Risk Management Guidelines.

Chief Executive's Response

The subject lands are zoned Open Space and Amenity due to their riverside location and their siting within Flood Zone A and Flood Zone B. It is noted that there are no permanent buildings on this site at present.

Having reviewed the submission and site from a flood risk perspective, it is concluded that mitigation proposals cannot prevent flooding from outflanking from the south, up the N80, albeit at a return period less than the 1% AEP. Further to this, Bunclody Town was also not justified for specific flood relief measures by the OPW under the CFRAM programme.

In line with the requirements of the Planning System – Flood Risk Management Guidelines for Planning Authorities (DEHLG and OPW 2009), the zoning of these lands for Town Centre uses would require the application and passing of the Development Plan Justification Test. Having regard to the criteria set out in the Justification Test, it is considered that there are suitable alternative lands for the particular use or development type (Town Centre), in areas at lower risk of flooding within or adjoining the core of the urban settlement.

Furthermore, having regard land's sensitive location adjoining the Slaney River Special Area of Conservation, and potential impacts of flooding on the SAC and residual risks, it is

considered important to apply the precautionary principle and retain the Open Space and Amenity zoning. No amendment proposed.

Submission WXF-C3-117 Mahon and Submission WXF-C3-165 (Breen)

WXF-C3-117 (Mahon) relates to a significant portion of the Industrial zoned lands adjoining the R746. The submission requests that the zoning be changed from Industrial to Residential and Commercial. It is stated that this is considered the only feasible zoning for these lands. The subject land, which extends to 1.75ha, is a sloping field, some 15m higher than the N80, has a high edge on its western boundary and a narrow strip of mature trees on its eastern boundary. The lands were previously zoned as mixed use and residential.

The submission notes that the slope is not conducive to a large industrial development which would require significant cut and fill and retaining structures. Residential with some commercial would have a lesser footprint, therefore less cut and fill and large circulation spaces. The landowner plans at present include 23 residential units and commercial/retail of c. 1100 sq. metres. The landowner has had early discussions with at least one housing body. It is considered that the present zoning is not viable for the landowner.

It is further suggested that there is currently little or no demand in Bunclody for Industrial development.

Submission WXF-C3-165 (Breen) expresses concerns that industrial structures on this site would pose negative visual impacts when viewed from the Ryland road.

Chief Executive's Response

The IAR has been fully reviewed and now includes an assessment of the subject lands. The IAR identifies the subject lands as Tier 2, i.e. serviceable within the plan period.

As previously outlined, the prioritisation of lands for residential development is based on a range of factors. Having assessed the subject lands against those factors, it is considered that the lands are sequentially the next closest lands to town centre, are located close to schools, services and employment lands and accordingly, can be considered for some

residential development. It is recommended 1.4 ha are zoned Residential Phase 1. It is recommended that the remainder of this site be zoned as Residential Phase 2.

WXF-C3-165 Breen

This submission suggests that the wooded Clody Valley to the west of the GAA and soccer grounds be included in the SP boundary as open space and amenity.

Chief Executive's Response

The Draft SP notes that the Slaney River and Clody River have amenity potential. This is supported by the following objectives:

- Objective B43 states “to investigate the feasibility of developing a biodiversity related river walk along the Slaney River and Clody Rivers (and investigate possibility of linear park) subject to protection of the riparian zone and compliance with the Habitats Directive and in conjunction with relevant guidelines”.
- Objective B48 states “To maintain a buffer zone along the banks of the Rivers Slaney and Clody through all undeveloped lands, wherein no development other than parks/playing pitches may be provided. Any planning applications to facilitate development or expansion of existing premises will be treated on their merits in accordance with proper planning and sustainable development. The width of the riparian zone will be dependent on the width of the river and the nature of the site and as such it will be decided on a case by case basis. However, a minimum of 10 metres in width will be required on smaller streams and rivers. In some instances, buffers of up to 50 metres may be appropriate (as set out in the ‘Planning for Watercourses in the Urban Area’ (Shannon Regional Fisheries Board) and any updated version of these Guidelines). Refer to Volume 1 Chapter 12 for further information.

Accordingly, it is not considered necessary to zone the subject lands Open Space and Amenity. No amendment is proposed.

It is recommended that the references to the ‘Planning for Watercourses’ document be amended to reflect the updated version of the document published in November 2020. All references to this document in the Draft SP will be updated accordingly.

Chief Executive's Recommendations

It is recommended that the following proposed amendments be made to the Bunclody Town Settlement Plan:

CE BT. 1

Amend Section 1.3.1 Settlement Hierarchy on page 10 as follows:

Bunclody is designated as a Level 3(a) Service Settlement in the Core Strategy Settlement Hierarchy. Levels 3(a) settlements are important services settlements for their local communities and their wider rural hinterlands.

CE BT.2

Amend the first sentence of Section 1.4.2 Core Strategy Development Approach on page 17 as follows:

As outlined in Section 1.3 Bunclody is designated as a Level 3(a) Service Settlement in the Core Strategy.

CE BT.3

Amend the second last sentence in Section 1.4.3.3 Landscape Concept on page 21 as follows:

Proposals for development along river corridors and in riparian zones shall have regard to the principle for protecting watercourses as set out in the document 'Planning for Watercourses in the Urban Area Environment' (~~Shannon Regional~~ Inland Fisheries Board) and any updated version of these Guidelines.

CE BT.11

Amend Figure B4 Place and Landscape Concept on page 22 to show:

- (a) An indicative Open Space to the north of Plot D and indicative trees along the front and rear boundaries of Plot D.
- (b) The indicative Open Space to the east of Plot C be omitted.

Proposed Figure B-2 Place and Landscape Concept



CE BT.4

Amend the first and second paragraphs of Section 1.4.6 Compact Growth on page 26 as follows:

NSO 01 to deliver compact growth will be achieved by prioritising the town centre in Bunclody for future growth. This will focus on developing key infill, brownfield sites, under-utilised and vacant sites in the village town centre, moving sequentially out from there to the remainder of the existing built-up footprint. This will ensure these sites are reused in the interests of sustainable development and that these sites or premises do not cause disamenity to their neighbours of the settlement.

The following zonings ~~will~~ are designated for the purposes of the Urban Regeneration and Housing Act 2015 (as amended):

- Residential – All Residential Zoned Lands (Including Town Centre, Existing Residential and New Residential) ~~Tier 1 and Tier 2~~.
- Regeneration – The lands indicated on Map 1 for Regeneration zoned Town Centre, Commercial and Industrial.

CE BT.5

Amend Section 1.4.8 Residential on page 30 – 32 as follows:

As set out in the Core Strategy, a population growth of ~~197~~ 195 persons is allocated to Bunclody between ~~2016-2027~~ 2021 and 2027. This equates to ~~96~~ 133 additional households. At the allocated density of 25 units/ha this translates to ~~4ha~~ 5.32ha of residential land. However, 6.09ha. have been zoned for development during the plan period as Parcel A will be required to deliver a link road and parcel D has a configuration which may reduce yield.

~~In accordance with the NPF, a~~ A tiered approach to zoning has been applied:

- Tier 1 lands are considered fully serviced/'ready-to-go', are positioned within the existing built-up footprint.
- Tier 2 lands are not currently sufficiently serviced to support additional development but have the potential to become fully serviced during the lifetime of the plan.

~~The allocated lands for the purposes of the Core Strategy are the Tier 1 & Tier 2 lands. The Tier 2.A lands are for development after the current plan period. However, in the event that Tier 1 and Tier 2 lands do not come forward within the first 3 years of the plan, the development of the Tier 2.A lands will be considered in a sequential manner.~~

The residential zoned lands have been prioritised for development based on a number of factors including the planned levels of growth in the town, the achievement of compact growth, the application of the sequential approach, the location of the lands, availability of and proximity to amenities, schools, shops or employment, accessibility to transport

services etc and the availability of infrastructure (either Tier 1 serviced land or Tier 2 serviceable land).

6.09ha of land is allocated to Phase 1 for delivery during the current plan period. In the event that some or none of these lands come forward for development during the first three years of the plan, i.e. three years from the date of the plan coming into effect, the lands in Phase 2 lands will be considered, in a sequential manner and subject to the infrastructural requirements being addressed.

As the Council must ensure that the Core Strategy figures are complied with and not exceeded, the Council will monitor the number of units granted on these residential zoned lands and the number of those units that have been either commenced or completed. This will be a material consideration in the assessment of subsequent planning applications and will inform the number of units that can be considered in subsequent planning applications (on either Phase 1 or Phase 2 lands).

Table B-1 provides the detail of ~~the~~ each plot, their tier designation and allocated phase, their size, zoning, density, potential residential yield and infrastructural requirements. This table should be read in conjunction with Map 1 Land Use Zoning. This table also identifies if the lands are within the exiting built-up footprint of the settlement.

It should be noted that the sum of the ~~Tier 1 Phase 1~~ lands is 4.69ha 6.09ha. However, as Plot A is required to deliver a link road the residential yield will be reduced. The sum of the Phase 2 lands is 3.26ha. and only 4ha is allocated in the Core Strategy, however this portion of land which 4.04ha is required to deliver a link road reducing the net yield of this land.

Table B-1: Future Residential Development and Delivery Approach

<u>Parcel I.D</u>	<u>Tier</u>	<u>Phase</u>	<u>Within existing built-up footprint</u>	<u>Size (HA)</u>	<u>Zoning</u>	<u>Density</u>	<u>Residential Yield</u>	<u>Infrastructural Requirements</u>
<u>A</u>	1	<u>1</u>	<u>Y</u> (30%)	4.0	Residential	25/ha	101	These lands are served by footpath and will require a short extension to the foul sewer network from the adjoining development. Lands to be developed as blocks with frontage on all sides and provide for a link road from Hospital Hill to Mill Road. Large open space to be provided at the centre of the site.
<u>B</u>	2	<u>1</u>	<u>Y</u> <u>100%</u>	<u>0.65</u>	Residential	25/ha	16.25	The lands will require the provision of a footpath approximately 75m north of the site as well as along the frontage of the site. The land will require an extension to the foul sewer and water network. The lands are to be developed as blocks with frontage onto the regional road and provision for a link road to the south to link to the commercial zoned lands to the rear.

<u>C</u>	2-A	<u>2</u>	<u>N</u>	<u>3.26</u>	Residential	25/ha	<u>81.5</u>	The development of these lands is will require the development of footpaths outside the site and further down Hospital Hill. It will also require the extension of the foul sewer, water pipes and public lighting on this side of the road. The lands will be required to deliver a link road between Hospital Hill and R746.
<u>D</u>	<u>1</u>	<u>1</u>	<u>Y</u> <u>100%</u>	<u>1.4</u>	<u>Residential</u>	<u>25/ha</u>	35	This site is serviced. The retention of the hedgerow and mature tress to north and east must be maintained and enhanced as green infrastructure.

CE BT.6

Amend Objective B36 on page 34 as follows:

To provide a cycle route, footpath and appropriate street lighting, segregated where possible, from Bunclody to Clohamon on the N80, subject to Appropriate Assessment in accordance with the requirement of the EU Habitats Directive to ensure the protection and preservation of all designated SACs and SPAs.

CE BT.7

Amend Objective B48 on page 37 as follows:

To maintain a buffer zone along the banks of the Rivers Slaney and Clody through all undeveloped lands, wherein no development other than parks/playing pitches may be provided. Any planning applications to facilitate development or expansion of existing premises will be treated on their merits in accordance with proper planning and sustainable development. The width of the riparian zone will be dependent on the width of the river and the nature of the site and as such it will be decided on a case by case basis. However, a minimum of 10 metres in width will be required on smaller streams and rivers. In some instances, buffers of up to 50 metres may be appropriate (as set out in the 'Planning for Watercourses in the Urban ~~Area~~ Environment' (~~Shannon Regional Fisheries Board Inland Fisheries Ireland~~) and any updated version of these Guidelines. Refer to ~~Volume 1~~ Chapter 11 in Volume 1 Written Statement 12 for further information.

CE BT.8

Replace Figure B-5 Flood Zone Overlaid on the Land Use Zoning on page 41 with a new version to reflect the proposed amendments to Map 1 Land Use Zoning. See amended Figure B.5 at the end of this section.

CE BT.9

Amend Map 1 Land Use Zoning as follows:

- (a) Omit T1 and T2 wording from the legend.
- (b) Change the area zoned Open Space and Amenity to the east of Plot C to New Residential to facilitate the delivery of the future Link road at this location.
- (c) Zone Plot D as New Residential Phase 1.

- (d) Zone lands to north of Plot D as Open Space and Amenity.
- (e) Identify all Parcels of New Residential zoned land by their Parcel I.D and allocated phase in accordance with Table B-1 Future Residential Development and Delivery Approach. The phase of the 'New Residential' zoned lands is identified by different colours, i.e. Phase 1 is Orange and Phase 2 is Light Yellow.

CE BT.10

Amend Map 2 Objectives to show a footpath and cycle path on the N80 as far as the Settlement Plan boundary.

CE BT.12

Replace the Infrastructural Assessment Report in its entirety as follows:

1.6 Bunclody Infrastructure Assessment Report

1.6.1 Introduction

This Infrastructural Assessment Report (IAR) has been prepared to inform and accompany the zoning proposals for Bunclody in the Wexford County Development Plan 2021-2027.

The requirement to prepare an IAR is established in the National Planning Framework (NPF), specifically objectives 72a, 72b and 72c with more detailed information within Appendix 3 of the NPF. The overall purpose of the IAR is to make an assessment as to whether the right infrastructural services are available to facilitate the development of zoned land and, if not, to set out if and when infrastructural services deficiencies will be addressed.

The NPF proposes that a tiered approach to categorise lands proposed to be zoned is undertaken, the status of each site being determined by the availability of infrastructural services to service that land. The tiered system is summarised as follows:

Tier 1 Serviced Zoned Lands

Lands which can connect easily to existing infrastructural services in which there is capacity to cater for additional demands placed upon it by development. These lands will generally be located within or immediately contiguous to existing developed lands.

Tier 2 Serviceable Zoned Lands

Lands which are not currently sufficiently serviced but which have the potential to be fully serviced during the life of the Plan. For such lands the IAR should identify if the services can be delivered within the Plan period, the cost of the services (if possible) and the inclusion of the provision of the services in the relevant delivery agency infrastructure investment programme (e.g. Irish Water or Wexford County Council).

Tier 2 lands will also generally be located within or immediately contiguous to existing developed lands.

Appendix 3 of the NPF also implies that there is a further category of zoned land, Tier 3, for land which may not be able to be adequately serviced during the Plan period.

The NPF refers to the future provision of Government Guidelines to local authorities in the preparation of IARs but these Guidelines had not been issued at the time of writing this IAR.

1.6.2 Infrastructural Services

As identified in the NPF, the Infrastructural Services to be assessed in this IAR are roads access, footpath access, street lighting, foul sewer drainage, water supply and surface water drainage.

In the absence of detailed Government Guidance on IAR, Wexford County Council considers that the following minimum standards for infrastructure services should be met to achieve Tier 1 status:

Roads access

The existing road(s) to which the site has frontage should have a minimum carriageway width of 5.5m and the road frontage(s) should have space for a safe access point (having regard to existing speed limits, proximity to junctions etc). If the carriageway width is currently less than this minimum, but the minimum could be achieved through

development of the land itself (i.e. by setting back an existing road frontage) then this would be acceptable for Tier 1 status.

Unless the road surface is currently dangerous, then the condition of the road surface is not taken into account.

The road should be capable of safe and convenient use by cyclists.

Footpath Access

There should be an existing footpath on the road from which access can be taken, extending to the frontage of the site and that footpath should form part of the established settlement footpath network to link the site with shops, schools, medical facilities etc. If the footpath is on the opposite side of the road to the site frontage, then consideration shall be given to the speed limit on the road in question, its traffic levels and whether safe pedestrian access can be achieved in the development of the land. The cost of providing a suitably constructed footpath is approximately €100/m (excluding land).

Street Lighting

The road from which pedestrian and vehicular access would be sought should have street lighting extending to the road frontage(s) of the site from where access could be achieved. The street lighting should extend to that of the established settlement. The cost of providing street lighting (in addition to footpath costs) is approximately €30/metre.

Wastewater

It should be possible to directly connect the site to the existing foul drainage network at the frontage(s) and there should be sufficient capacity in that pipe. If additional pumping and/or upgraded piping is required off site to facilitate foul sewer drainage and/or if the relevant pumping station requires upgrades then the site would have Tier 2 status.

The costs of possible upgrades to piping and pumping stations is difficult to quantify at this stage but such works have in the past been funded, to a substantial degree, by the developer of the land benefiting from the upgrade.

Irish Water were not able to provide detailed site-specific information for this IAR. The assessment of wastewater infrastructure contained in this document is therefore based upon Wexford County Council's best understanding of the current situation.

Water Supply

It should be possible to directly connect the site to the existing water supply network and there should be sufficient capacity in that pipe(s). If additional pumping and/or upgraded piping is required off site to facilitate water supply to the development then the site would have Tier 2 status. The costs of possible upgrades to piping is difficult to quantify at this stage but such works have in the past been funded, to a substantial degree, by the developer of the land benefiting from the upgrade.

Irish Water were not able to provide detailed site-specific information for this IAR. The assessment of water supply infrastructure contained in this document is therefore based upon Wexford County Council's best understanding of the current situation.

Surface Water Drainage

Surface water management should be possible within the site and it should be possible to directly connect the site to the existing surface water network ~~at the frontage(s)~~. If additional infrastructure is required off site to facilitate surface water drainage then the site would have Tier 2 status. The costs of possible upgrades are difficult to quantify at this stage.

1.6.3 Existing Infrastructure in Bunclody Town

Roads, Pavements, Street Lighting

Within new developments, roads, pavements and street lighting infrastructure would be expected to comply with the principles, approaches and standards of the Design Manual for Urban Roads and Streets. However, as with many settlements which have developed on an incremental basis over a number of years, much of the existing road and pavement infrastructure in Bunclody would not meet these current standards. Improvements to existing infrastructure are identified as objectives in the Draft Bunclody Town Settlement Plan but for the purposes of this IAR such deficiencies are not used to 'mark down' each site

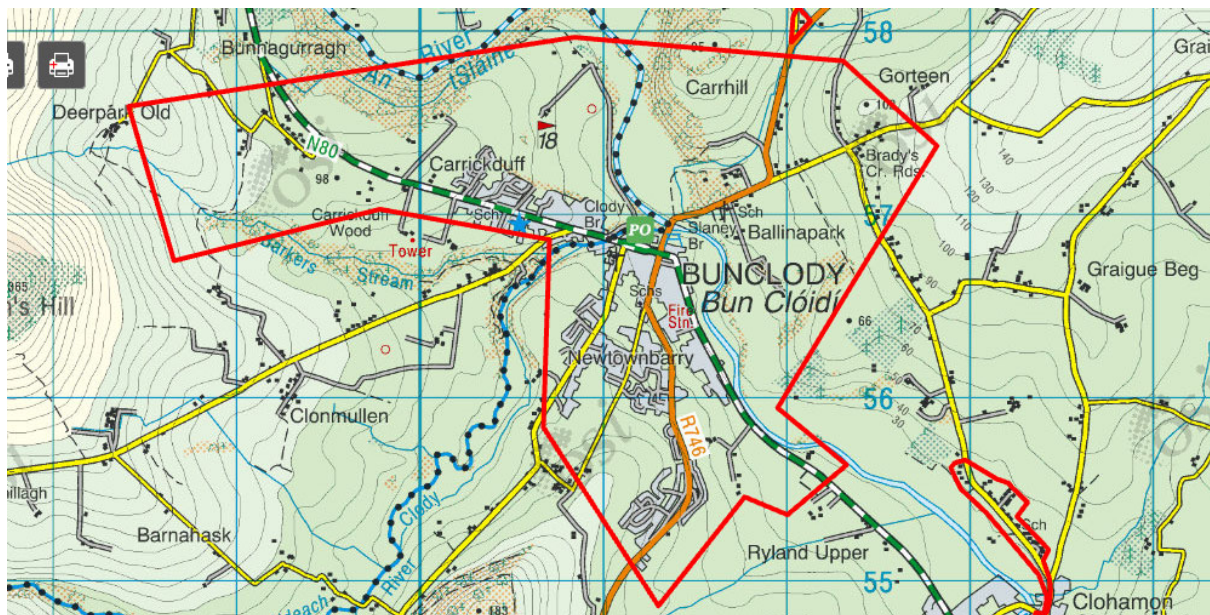
which is being assessed. the assessment is based upon whether existing roads, pavements and lighting extend to the frontage of the site, rather than an assessment of whether that infrastructure meets modern standards.

Bunclody Water Supply Scheme

The town's water supply is currently provided from existing groundwater sources to the west of the town. These feed the Water treatment works at Carrickduff from where it is distributed to the town. The water supply serves a wide area, including the villages of Kilmyshall and Clohamon, hence there will be limitations on the ultimate capacity of the system to serve extensive new development.

Map 3 gives an approximate indication of the areas in and around the town served by the water supply network.

Map 3 Areas Served by the Existing Public Water Network

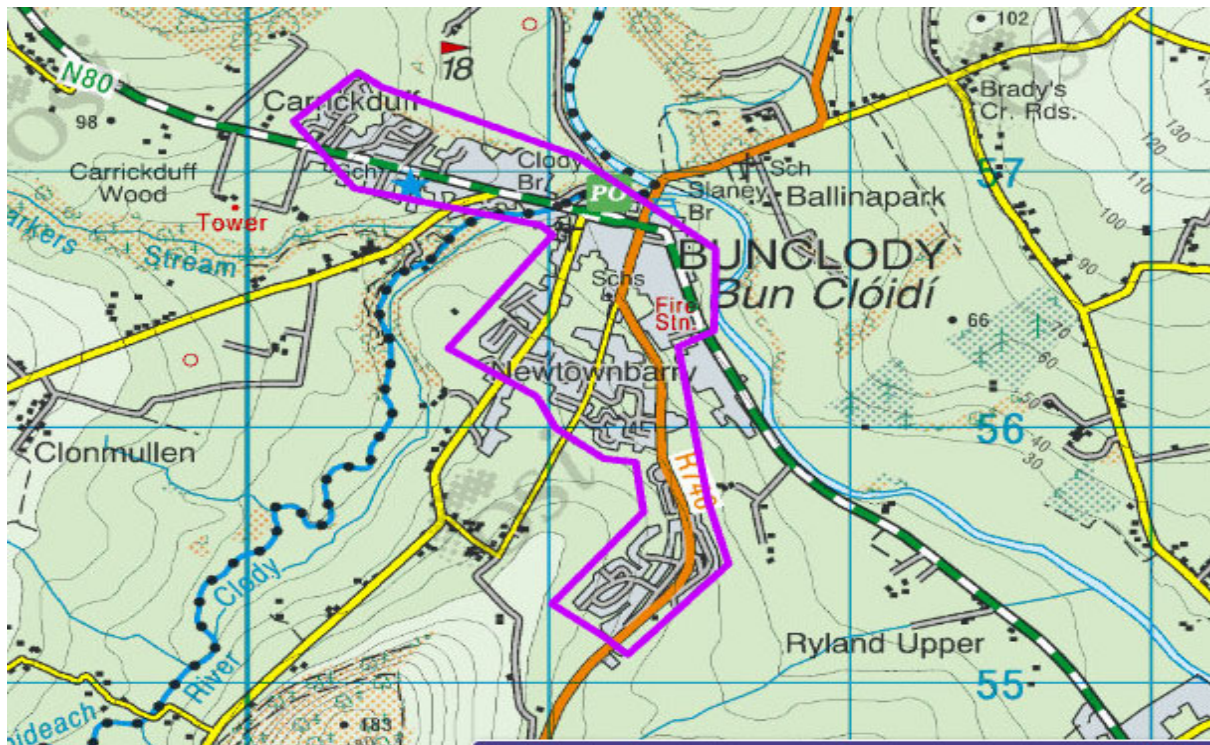


Bunclody Waste Water Treatment

Bunclody is served by the existing wastewater treatment plant located on the N80 to the southwest of the town. This treatment plant has a capacity of 6,500 p.e. It currently has a remaining capacity of 3,800 p.e. according to the Irish Water Capacity Study, April 2020.

Map 4 gives an approximate indication of the areas served by the existing waste water network.

Map 4 Areas Served by the Existing Public Waste Water Network



Surface Water

The surface water network around Bunclody is comprised of Wexford County Council managed pipes and discharges and more informal site specific arrangements.

1.6.4 Specific Land/ Sites considered as part of the IAR

The detailed assessment within this IAR is confined to land which is being considered for zoning for new Residential use or Town Centre use (See Map 5). This included land on which submissions were made during the public consultation on the Draft Plan. This also includes lands zoned for Town Centre use which could have a residential component. All of the sites are considered to be within or contingent to the existing built up settlement. It should be noted that the maps used in this IAR are approximate only, to give an indication of the size and shape of the lands concerned. They should not be read as showing site ownership boundaries.

Map 5 Sites Considered in the Infrastructural Assessment Report



Map 6 Site 1



Land within and around the existing town centre, including land which is currently undeveloped, mostly rear gardens on its southern side. The land has a variety of potential

residential and commercial uses commensurate with its town centre location. Further residential development would be acceptable in principle on these lands.

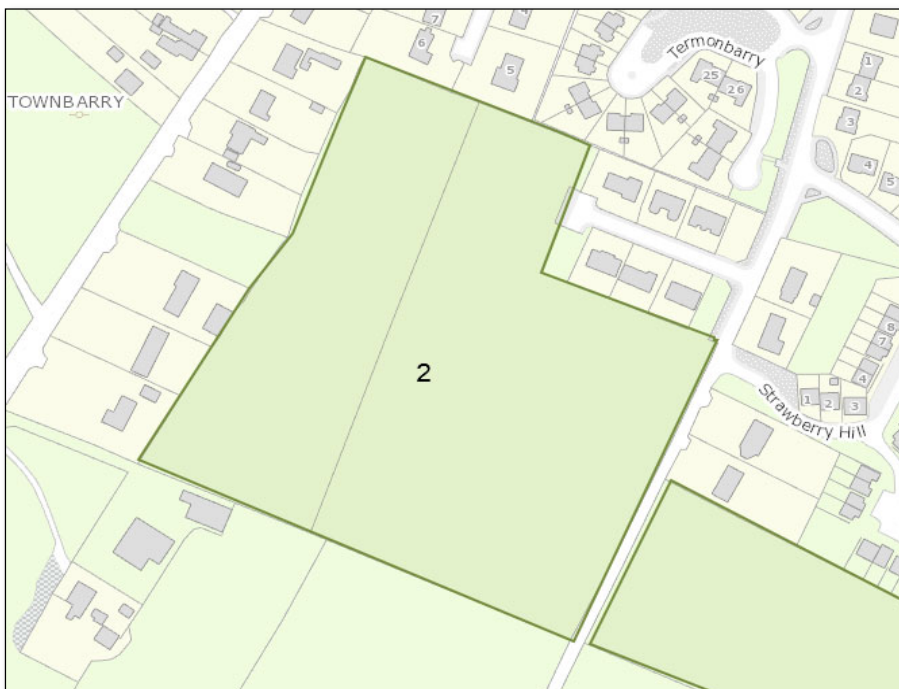
There is no footpath currently on the eastern side of Church Street extending south from the town centre but there is a footpath on the western side. The speed limit is 50kph on this road and the Bunclody Town Settlement Plan contains an objective to improve footpath provision on this road. There is street lighting on this road.

Church Street is wide enough to cater for traffic associated with new development and safe access points can be provided. There are also gaps in footpath provision on the eastern and western side of Irish Street, in front of existing development, and the Plan also contains an objective to improve footpath provision on this road. There is street lighting on this road.

There are existing water and wastewater pipes and surface water arrangements in the roads to which this site has frontages.

This site is considered to have Tier 1 status.

Map 7 Site 2



Located at the southern edge of the existing built-up area. Adjoined by residential development to the north, east and west with road frontage to the L-6164 (Hospital Hill) on the east, where there is a 50 km/h speed limit. Land to the south is undeveloped.

Water supply and sewer pipes currently extend to, or are very close to, the frontage of the site, on its north eastern edge.

There is an existing footpath and street lighting on the L-6164 extending to the northern edge of the site. The L-6164 narrows significantly on the site frontage but a redevelopment of the site could relatively easily achieve a safe vehicular access setback to the site frontage or alternatively allow for a cycle path within the development retaining the hedgerow (See Road Profiles in Development Management Manual – Country Road).

The CDP Settlement Plan for Bunclody contains an objective to provide a new link through the site to the L2005 to the west of the site.

Existing surface water management arrangements on the L6164 could be utilised with a development specific surface water management design.

This site is considered to have Tier 1 status.

Map 8 Site 3



Land with frontage to the R746, which has a 60 km/h speed limit at this point.

The land is bounded by undeveloped land to the south and east, with residential development to the north and on the opposite side of the R746 to the west.

It would be possible to form a safe vehicular access from the R746.

There are water supply and sewer pipes on the R746 to which a development of this site could connect to, subject to any upgrades as may be necessary to those pipes.

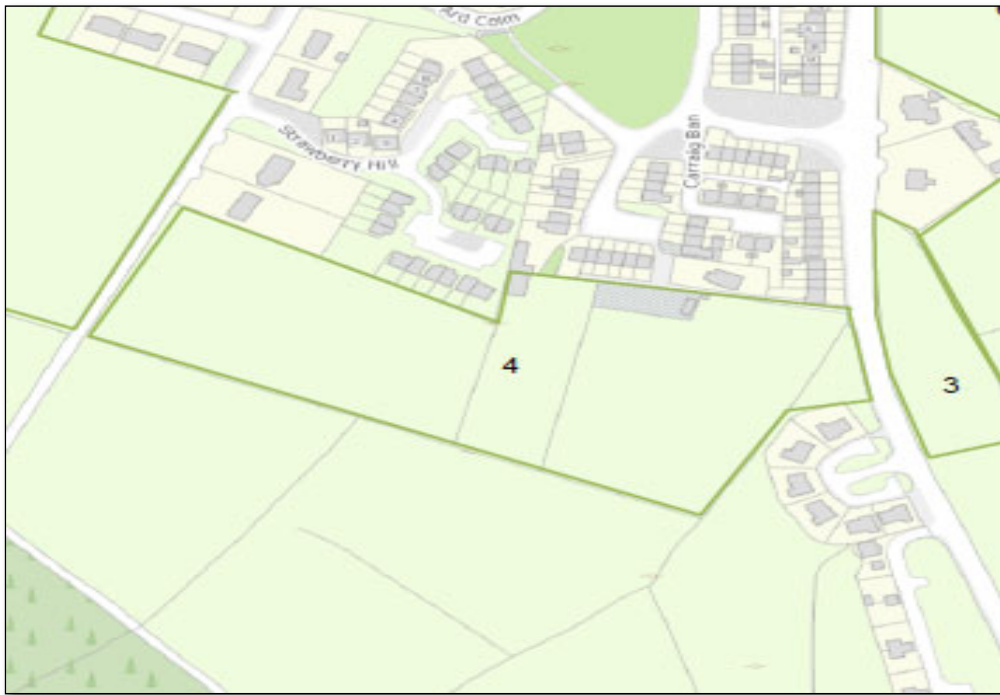
There is currently no public footpath to the frontage of the site, the closest path being approximately 75m to the north. There is a footpath on the opposite side of the R746, however, notwithstanding its 60 kmh speed limit, this is a regional road with regional road traffic levels and footpath connections to the site frontage would need to be made prior to first occupation of a development. There would be space to construct a footpath on the site frontage without adversely impacting on the road. There is existing street lighting on the opposite side of this road. The cost of 75m of footpath would be approximately €7,500.

The Settlement Plan proposes a new link between the R746 and the N80 across the southern edge of this site from which access could also be taken.

Existing surface water management arrangements on the R746 could be utilised with a development specific surface water management design.

This site is considered to have Tier 2 status.

Map 9 Site 4



Located at the southern edge of the existing built up area. Adjoined by residential development to the north and south east with road frontage to the L-6164 (with a 50 km/h limit) and R746 (with a 60 km/h limit). Land to the south is undeveloped.

It should be possible to form a safe vehicular access to the site from the L6164 and from the R746.

There are water supply and sewer pipes on the R746 to which a development on this site could connect to subject to any upgrades as may be necessary to those pipes.

There are no water and sewer pipes on the L6164 Hospital Hill on the western frontage of this site.

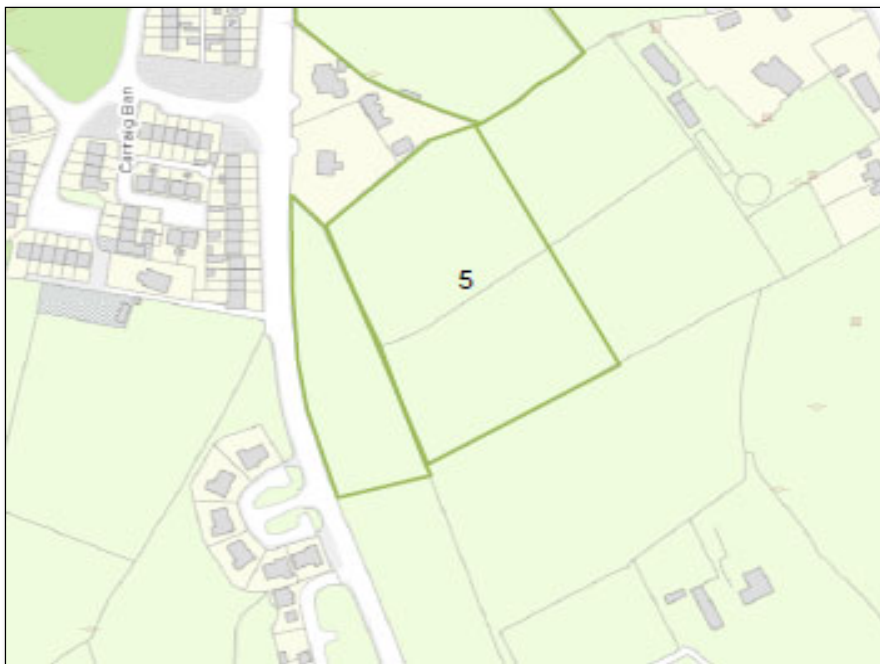
There is currently no footpath or street lighting on the western Hospital Hill frontage of the site on the L-6164 which would have to be addressed prior to or in tandem with the development of this site. The cost of providing a footpath of approximately 100m in length would be approximately €10000. There is an existing footpath and street lighting on the R746 frontage

Existing surface water management arrangements on the R746 and L6164 could be utilised with a development specific surface water management design.

The Settlement Plan proposes a new link between the R746 and the L6164 across the site.

This site is considered to have Tier 2 status.

Map 10 Site 5

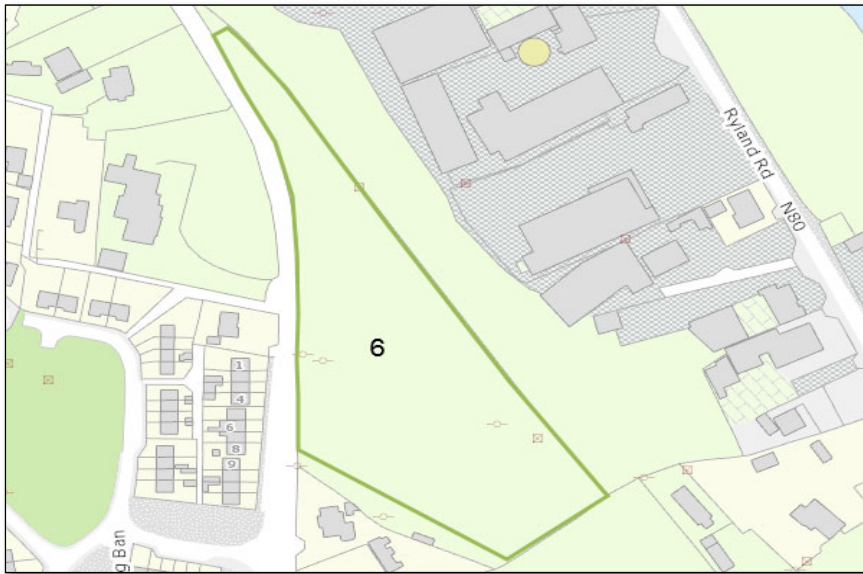


Undeveloped land adjoining the eastern edge of Site 3.

The site would need to be developed at the same time as, or accessed via site 3 and/or a new link, and therefore a similar infrastructure assessment applies.

The site is considered to have Tier 2 status.

Map 11 Site 6



This undeveloped land with a frontage to the R746. A 60km/h speed limit applies at the frontage. The site frontage would be capable of accommodating a safe vehicular access.

There is an existing footpath with street lighting on the frontage of the site. A development could connect to existing water supply and sewer pipes on the R746 subject to any upgrades as may be necessary to those pipes.

Existing surface water management arrangements on the R746 could be utilised with a development specific surface water management design.

The site is considered to have Tier 1 status.

Map 12 Site 7



The site has a frontage to the N80 with a 50 km/h speed limit.

The site frontage would be capable of accommodating a safe vehicular access.

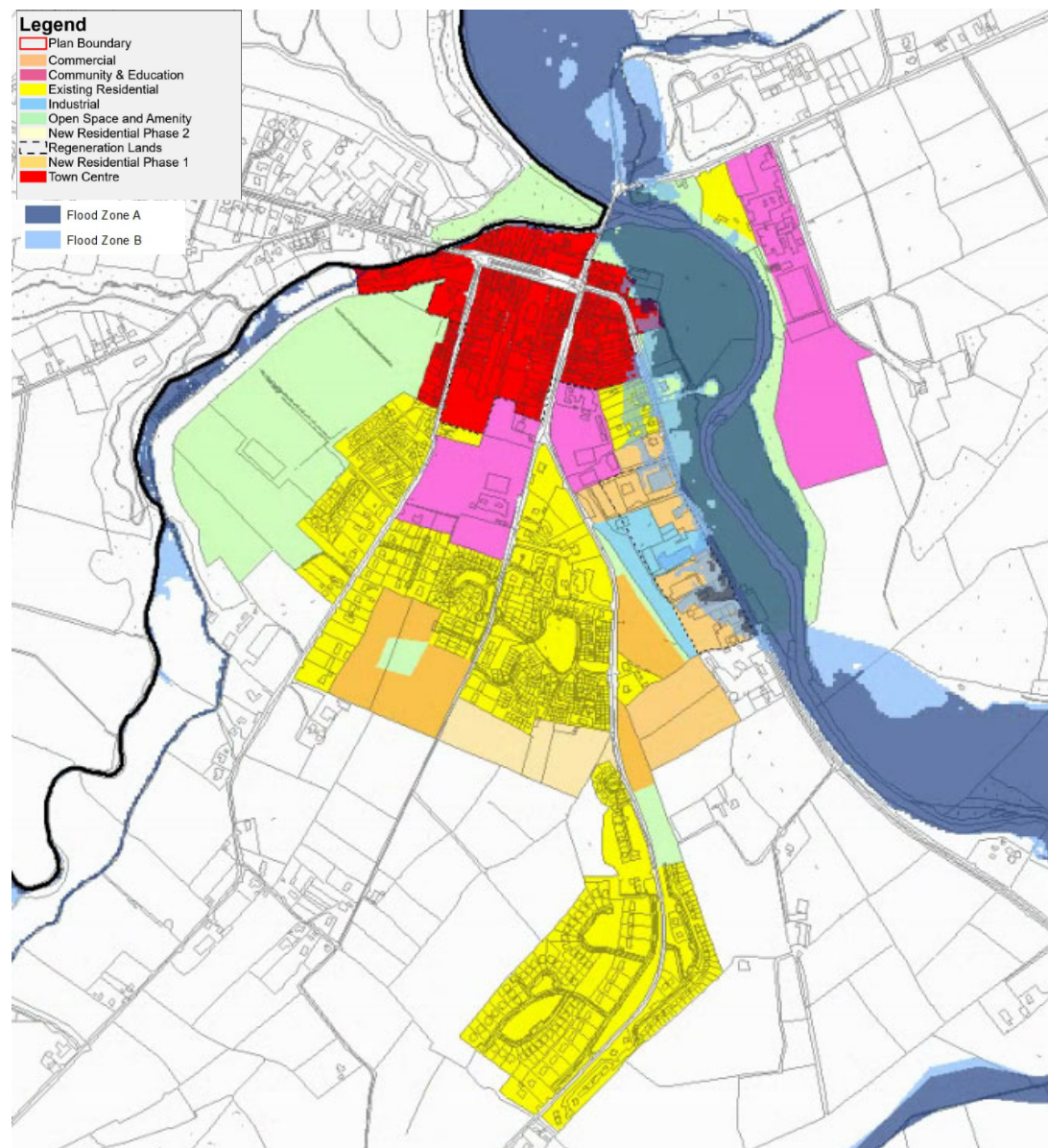
There is no footpath currently on this side of the N80 and the cost providing approximately 40m of footpath to the north to link with the existing would be approximately €4000. There is a footpath with street lighting on the opposite side of the N80.

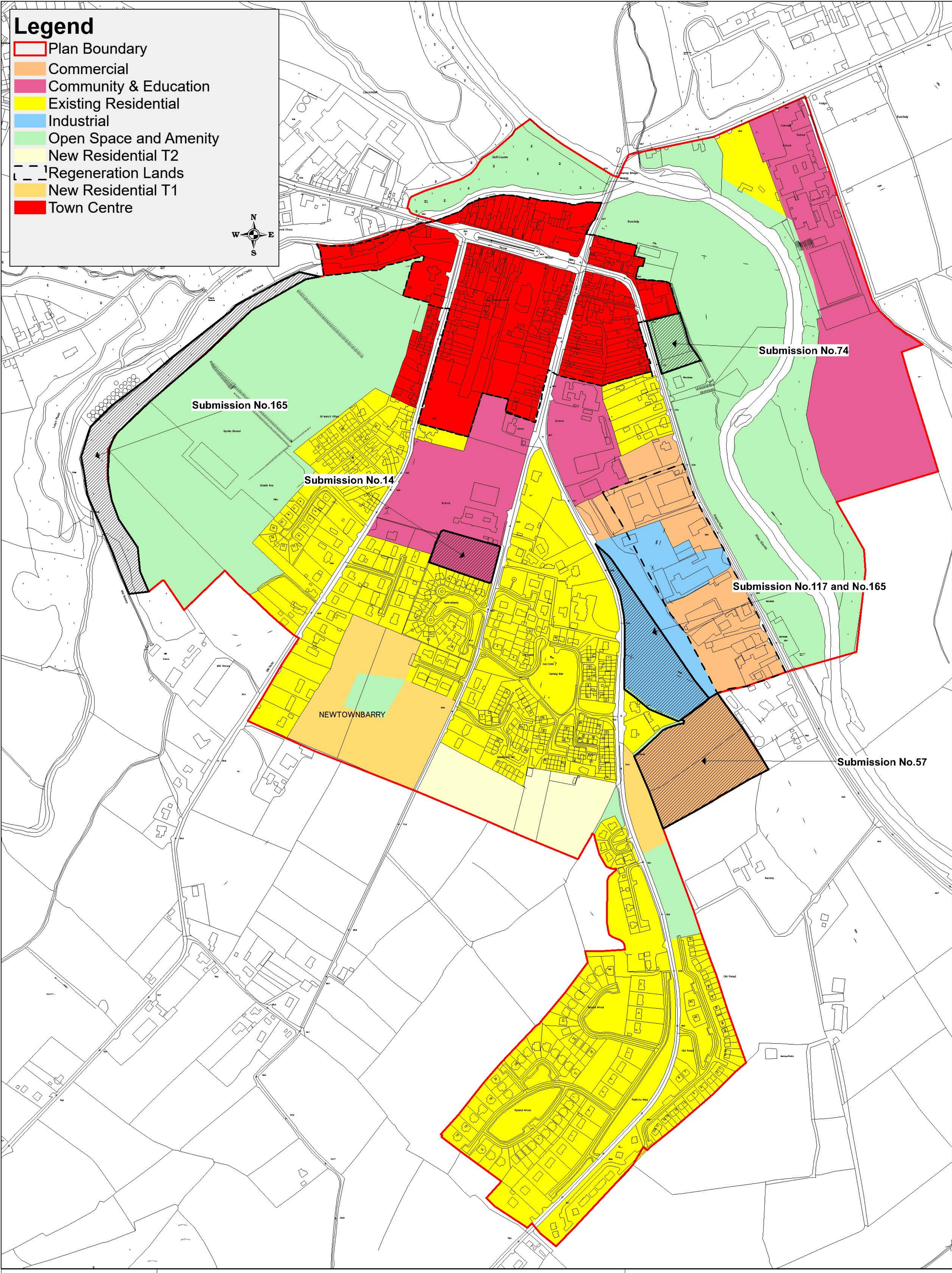
A development could connect to existing water supply and sewer pipes on the N80 subject to any upgrades as may be necessary to those pipes.

Existing surface water management arrangements on the N80 could be utilised with a development specific surface water management design.

While this site is considered to have Tier 2 status.

Figure B-5 Flood Zones Overlaid on Land Use Zoning Map





Chief Executive’s Report on the
Draft Wexford County Development Plan 2021-2027
Land Use Zoning Submissions – Bunclody

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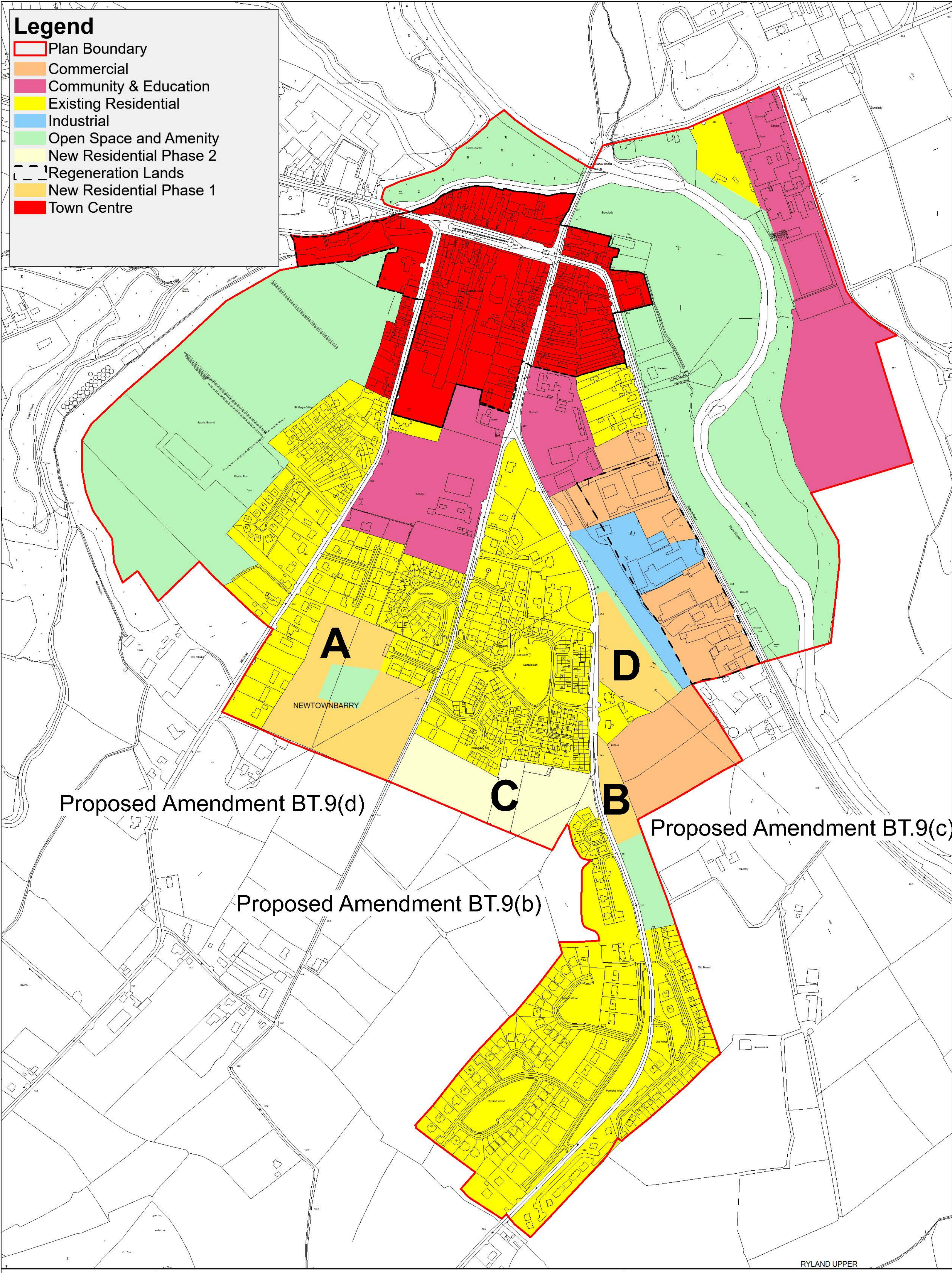
Title: Submissions on Land Use Zoning

Drawn by: NK

Checked by: DW

Date: 19.02.2021

Map No: B (A)



**Chief Executive's Report on the
Draft Wexford County Development Plan 2021 -2027)
Proposed amendments to Bunclody Settlement Plan.**

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Title: Proposed amendments to Land Use Zoning

Drawn by: NK	Checked by: PD
Date: 21.04.2021	Map No: 1

