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

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**April 2021**

## **BOOK 2**

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- 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 3 – Volume 3 Rosslare Harbour and Kilrane Settlement Plan

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### Relevant Submissions

- WXF-C3-34 Transport Infrastructure Ireland (TII)
- WXF-C3-39 Ballygillane Residents Association
- WXF-C3-50 Ferguson
- WXF-C3-64 Construction Industry Federation (CIF)
- WXF-C3-72 Office of Public Works (OPW)
- WXF-C3-73 Cronin
- WXF-C3-78 Cúl na Gréine Residents Association
- WXF-C3-80 Mythen
- WXF-C3-97 Kehoe
- WXF-C3-100 Bigwood Properties
- WXF-C3-113 Mullen
- WXF-C3-128 Culleton
- WXF-C3-130 Ferguson
- Wxf-C3-143 An Taisce
- WXF-C3-145 Irish Rail
- WXF-C3-136 Wexford Greens
- WXF-C3-152 Murphy
- WXF-C3-156 Dunne
- WXF-C3-157 Dunne
- WXF-C3-164 Office of the Planning Regulator (OPR)

### Summary of Main Issues and Chief Executive's Response

#### Section 2.2 Urban Structure and Character

WXF-C3-156 (Dunne) is concerned about the statement on page 65 that refers to missed urban design opportunities that have contributed to a weak structure and sense of enclosure, and the volume of HGV and car movements through the area contributes to a poor sense and a conflicted environment. It is submitted that the port has been there since

the early 20<sup>th</sup> Century, many of the local population work in port-related employment and there is no sense of living in a 'conflicted environment'. It is also submitted that the de-zoning of lands contributed to uncoordinated development.

### **Section 2.2 Urban Structure and Character - Chief Executive's Response**

The statement on page 65 is considered a fair representation of the existing urban structure and character, particularly given the significant amount of port-related traffic that flows through the main route in the settlement and which gives rise to noise, amenity and traffic safety issues, and therefore a conflicted environment. It is also noted that some submissions received raise concerns about creating an attractive place to live due to the industrial nature of a lot of lands. No amendment proposed.

### **Section 2.3.3 Population**

WXF-C3-156 (Dunne) notes that while 21% of the population is over 65 years of age, the corollary is that 79% are under 65 years old and these age groups need to be considered as well, especially the families with young children who moved into the area in recent years.

### **Section 2.3.3 Population - Chief Executive's Response**

Noted. The older cohort is specifically referenced here as it is significantly higher than the county average. All age cohorts are considered in the Draft Settlement Plan (hereafter referred to as the SP) and the Draft CDP. As outlined in Objective RHK01, the Council will ensure that the future planning of the settlement addresses the needs of all users and residents, including older people. No amendment proposed.

### **Section 2.3.4 Employment**

WXF-C3-156 (Dunne) submits that the recent completion of the Brexit Processing Facility will boost employment and the demand for housing located at a sustainable distance from work. The expansion of Perennial Freight, the future expansion plans for the Europort and the offshore wind energy plans will provide more employment opportunities and consequent infrastructural demands including affordable housing. The submission welcomes the offshore energy policy in the Draft Plan. Increased commercial and industrial activity will provide much needed employment opportunities for the region. The submission

also notes that the Brexit Control Facility can hardly be referred to as a ‘temporary development’.

#### **Section 2.3.4 Employment - Chief Executive’s Response**

The points raised in the submissions are noted, and it is agreed that Rosslare Harbour and Kilrane is entering a new and promising time. There are many opportunities offered by Brexit, the redevelopment plans for the Europort and emerging new industries and commercial activity. The Council will continue to work with all relevant stakeholders to ensure this potential is maximised for the benefit of the area and the county.

The Iarnród Éireann submission (WXF-C3-145) outlines that the Port Authority intends to deliver permanent extensive facilities to meet all customs and Brexit requirements for state agencies at the Port which will make Rosslare the only port outside of Dublin with the required Border Inspection Post. It recommended that references to the Brexit Control Facility be replaced with Border Inspection Post.

While not directly related to a submission or observation, in the interests of completeness, it is recommended that a new sub-section be included in the Draft SP relating to SEVESO sites and Map 4 Objectives be amended to include the SEVESO planning referral boundary for the Roche Freight site which is an Upper Tier site and located on Industry zoned land.

#### **Section 2.3.6 Education**

WXF-C3-156 (Dunne) submits that the Compact Growth concept should include second level school sites and their distance from where students live. It is therefore requested that consideration be given to the inclusion of a local objective for a second level school site in the plan area e.g. the National School lands and adjoining lands to the south in Kilrane is suggested as a possible location.

#### **Section 2.3.6 Education - Chief Executive’s Response**

Noted. The Department of Education and Skills has not identified the need to provide a second level school in the SP area. No amendment proposed.

## **Section 2.4 Development Strategy**

WXF-C3-39 (Ballygillane Residents Association) raises as an issue why a Settlement Plan with land use zoning rather than a separate Local Area Plan was prepared for Rosslare Harbour and Kilrane.

WXF-C3-156 (Dunne) refers to the role of Wexford Town as set out in Section 3.6.1 in Chapter 3 Core Strategy, and submitted that these aspirations need to be reflected in the SP. This includes the Eastern Economic Corridor, focusing on development in the town that supports the Europort the delivery of infrastructural requirements.

### **Section 2.4 Development Strategy - Chief Executive's Response**

Noted. However, there is no need for concern as the SP affords at least the same status (if not higher due to the status of the County Development Plan) to Rosslare Harbour and Kilrane as a local area plan would. No amendment proposed.

It is considered that the SP reflects the relationship between Wexford Town and Rosslare Europort, in particular, the development of the Eastern Economic Corridor, transport links and economic development. It will also be ensured that the new Wexford Town Local Area Plan reflects this relationship also. No amendment proposed.

### **Section 2.4.3 Settlement Structure and Development**

WXF-C3-39 (Ballygillane Residents Association) and WXF-C3-146 (Wexford Greens) raise as an issue how the Strategic Aim 'to create and sustain a vibrant settlement with a strong sense of place' can be achieved when there is such an extensive amount of industrial zoned land which will contribute to a deterioration in the public realm. It also appears that there are two distinct settlements, separated by a widespread Industrial zoning.

It is submitted that the Council should take steps to compensate the communities by putting in place facilities to counteract the effects of this zoning. Furthermore, it appears that the extent of 'Community and Education' zoned lands have been diminished and lands zoned as 'Open Space and Amenity' have not been increased.

### **Section 2.4.3 Settlement Structure and Development - Chief Executive's Response**

It is agreed that there is a need to ensure the industrial nature and port-relation function of the settlements does not detract from the quality of the area as a place to live and visit. The spatial planning approach applied in the SP focuses, where possible, on directing new industrial and employment related zonings to the north and west of the N25, and new residential, community and education, open space and recreation uses to the east and south of the N25 (save for the existing Border Inspection Post site and Kilrane Business Park).

The SP includes an urban design strategy which introduces the Place Concept and identifies distinct 'places' which can be enhanced with design and intervention. The strategy outlines key measures and objectives such as RHK02, RHK03, RHK04, RHK05, RHK06, RHK07, and RHK08. The implementation of the Route Concept and Landscape Concept will also ensure that the two settlements are well-connected. Furthermore, Objective TV18 in Chapter 5 Design and Place-making in Towns and Villages outlines that the Council will support communities in the preparation of Village Design Statements.

The SP proposed new Community and Education and Open Space and Amenity lands to the southeast of Kirwan's Garden/west of Portside Housing Scheme at Ballygillane. Additional Open Space and Amenity lands are also proposed in Kilrane (adjacent to Churchwood housing development). The Existing Residential, Village Centre and Neighbourhood Centre lands can also be used for community and education, culture, recreation and leisure uses, and open spaces will be delivered as part of new residential developments. No amendment proposed.

### **Section 2.4.4 Access for All and Age Friendly**

While Objective RHK01 is welcomed, Submission WXF-C3-39 (Ballygillane Residents Association) requests the SP to contain more concrete proposals about how the Council intends to cater for the settlement's older population. A lot of the older population reside in Rosslare Harbour and additional facilities are required, particularly for the less mobile.

#### **Section 2.4.4 Access for All and Age Friendly - Chief Executive's Response**

The SP sets out the spatial planning framework for future development in the area and, through the implementation of Objective RHK01, will ensure that future planning addresses the needs of all users and residents including older people. This will be incorporated into local authority own development such as roads, footpaths, housing, community, open space, public realm improvements, and environmental improvements and private developments. It is noted that the Community Section through the implementation of County Age Friendly Strategy and the work of the LCDC in implementing the Wexford Local Economic and Community Plan will play an important role in assisting with the delivery of additional facilities and services. No amendment proposed.

#### **Section 2.4.5 Urban Design and Public Realm Strategy**

WXF-C3-39 (Ballygillane Residents Association) and WXF-C3-146 (Wexford Greens) highlight the importance of improving all aspects of the public realm, including the development of the green corridor between Rosslare Harbour and Kilrane, to make the combined settlement an attractive and desirable, given the huge amount of industrial development surrounding it.

WXF-C3-39 (Ballygillane Residents Association) notes that Figure RHK-2 Route Concept shows two indicative link roads from the N25 to Ballygillane Lane/Cawdor Street. While these are indicative routes, the need to build two new roads within about 100m of one another is questioned. The newly zoned and welcomed Open Space and Amenity lands at this location should not be sacrificed to build either of the proposed link roads.

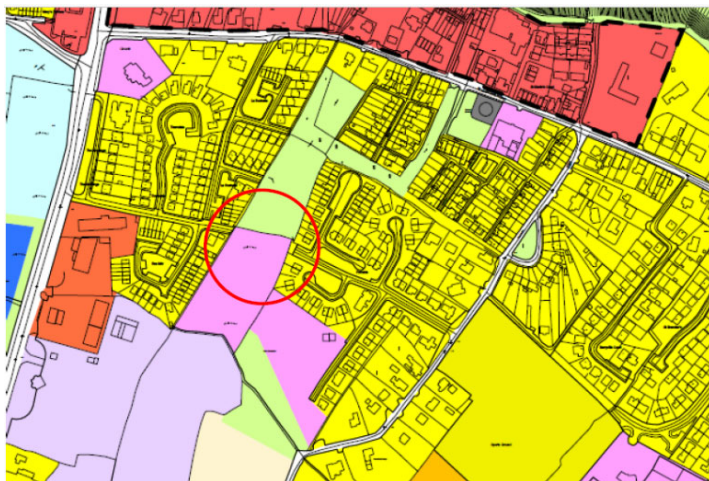
#### **Section 2.4.5 Urban Design and Public Realm Strategy - Chief Executive's Response**

The Council acknowledges the need to improve all aspects of the public realm. As previously outlined, the SP includes an urban design strategy for the plan area which is focused on three key concepts - Place, Route and Landscape, supported by a suite of objectives that future developments must comply with and which will also be used to leverage funding to carry out Council-led projects to improve the public realm.

As outlined in Section 2.4.3.2 Route Concept, the existing route structure lacks permeability due to the number of housing estates which were developed individually, and which are comprised largely of cul-de-sacs. This has resulted in a car-dominant environment. The overall aim of the Route concept is to improve permeability and increase opportunities for more walking and cycling in the SP area. The new route structure therefore proposes numerous new routes/links which, together, will allow pedestrians, cyclists and vehicles to move freely throughout the plan area.

Figure RHK-2 does show two indicative 'Link' routes from the N25 to Cawdor Street and Ballygillane. The development of both routes is reasonable and logical. Regarding the link from Cawdor Street to the N25, this link route is dependent on the development of a road link from Portside Housing Scheme to the existing road that runs south of the Moorings, Thorndale and La Rochelle. This link will greatly improve permeability between St. Martin's Road, Cawdor Street and the N25 for residents.

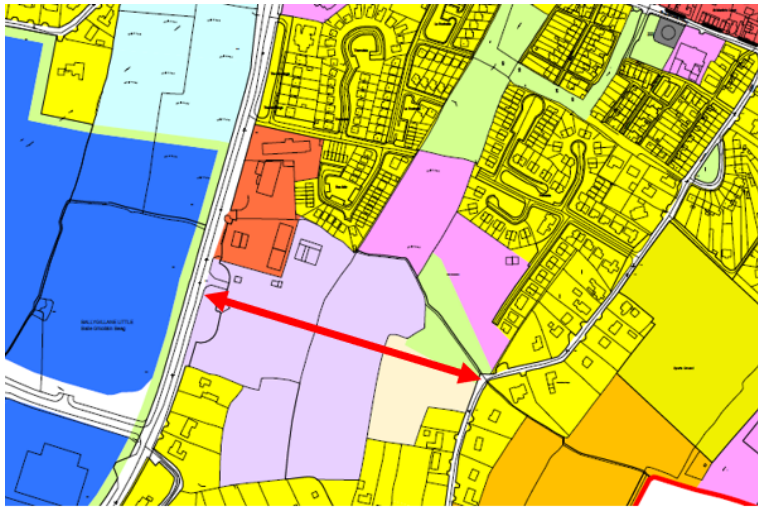
#### **Link Route from N25 to Cawdor Street**



The purpose of the link route from Ballygillane to the N25 is to allow direct movement between the N25 and the Ballygillane area. This route is dependent on the development of residential zoned lands and the future development of the Border Inspection Post lands, and as such the delivery of this route is longer-term, but nonetheless should be included in the SP.



### **Link Route from N25 to Ballygillane**



The request to ensure the link routes avoid the Open Space and Amenity lands are noted. The exact routes will not be known until the detailed design stages. No amendment proposed.

### **Section 2.4.6 Compact Growth**

WXF-C3-146 (Wexford Greens) request more details of what exactly is proposed for the regeneration area and a timescale for achieving. The submission also notes that this area is a depressing wasteland of empty and decaying hotels and run-down buildings.

WXF-C3-156 (Dunne) notes through increasing densities, developing brownfield sites and infilling the redundant areas of our towns and villages and facilitating the County Development Plan 2021-2027, Climate Action 33 the development of mixed residential and commercial areas which will reduce the distance people will need to travel to their homes, workplaces and other amenities and services will be achieved. This is all the more reason why the SP needs to be revised to accommodate new housing for new employments and a local second level school.

### **Section 2.4.6 Compact Growth - Chief Executive's Response**

The regeneration area was identified for the purposes of the Urban Regeneration and Housing Act, 2015 (as amended) and the application of the Vacant Sites levy if the criteria apply to a site/sites within the regeneration area.

The Council has been actively targeting this area, particularly to stimulate the reuse of the former hotel sites. The Council will continue to work with key stakeholders and the local community to assist with the regeneration and renewal of the area and to maximise the potential of the public realm and village centre zoning of the lands. No amendment proposed.

Regarding the need to achieve compact growth and to accommodate new housing for new employments and a local second level school, as outlined under Section 2.4.8 the Council is bound by the Core Strategy allocations. As previously noted, the Department of Education and Skills has not identified the need for a post primary school in the area.

#### **Section 2.4.7 Retail and Commercial Services**

Regarding Objective RHK18, WXF-C3-146 (Wexford Greens) suggests that some of the new retail services should be sited in the Neighbourhood Zone in Kilrane. It would encourage more sustainable trips by foot and bicycle from the various housing developments around Kilrane.

WXF-C3-156 (Dunne) suggests that the development of a Lidl or Aldi supermarket in the future should be supported.

#### **Section 2.4.7 Retail and Commercial Services - Chief Executive's Response**

The land use zoning matrix allows for the consideration of a variety of uses, including retail and restaurant, in the Kilrane Neighbourhood Centre zoning.

The comments relating to the development of an additional supermarket are noted. Any such proposal will be considered on its merits and in accordance with the County Retail Strategy. No amendment proposed.

## **Section 2.4.8 Residential**

### **Core Strategy Allocation**

WXF-C3-156 (Dunne) is concerned that the SP proposes a very low-density aspiration for a Level 3 Settlement in the hinterland of Tier 2 port (with Tier 1 status sought). Given the significant strategic potential for the settlement and the availability of wastewater, the population allocation is very conservative and equates to only 28.5 persons per annum and needs a much more progressive approach. The submission outlines that while the regional status objectives are reflected in the increases in commercial and industry lands, there is a need to provide additional residential zoned land commensurate to the industrial and commercial lands. The submission also refers to Objective CS09 in Chapter 3 Core Strategy Volume 1 Written Statement 'to adopt a presumption in favour of development that generate more jobs and activities within existing towns and villages in order to reduce the distances that people have to commute from home to work.' In light of this policy why the modest targets in population growth in the SP?

WXF-C3-80 (Mythen), WXF-C3-97 (Kehoe) and WXF-C3-100 (Bigwood Properties) are concerned that the quantum of residential zoned land is inadequate and needs to be increased significantly. There are many reasons to support an increase in this quantum including the increased strategic importance of Rosslare Europort post Brexit, the associated significant employment opportunities and the demand for new housing that this will bring.

### **Core Strategy Allocation- Chief Executive's Response**

The response to WXF-C3-164 (OPR) outlines in detail the parameters that the Council must comply with when allocating population growth to the various settlements in the county. The response to the OPR submission sets out proposed amendments to the Core Strategy to address the requests of the OPR and the implementation of the new Section 28 Housing Supply Targets. The response also details how the population targets have been allocated between the county's settlements. (See Section 2 of Book 1 for the response to the OPR).

Given the strategic importance of Rosslare Harbour and Kilrane, it is allocated 40% growth over its 2016 population to 2040 in the Draft Plan. As part of the OPR proposed amendments, it is proposed to increase the allocation of population to 172 households to

Rosslare Harbour and Kilrane (now referred to as Level 3a settlement) for the plan period. At a density of 25 units/ha, this translates to 6.88ha of residential zoned land. This represents an increase of 3.4ha on the figure proposed in the Draft CDP. While this will not allay the concerns expressed, and the Council share those concerns, it is bound by the Section 28 Housing Supply Targets and the density provisions set out in the Section 28 Sustainable Residential Development in Urban Areas.

It is recommended that Section 2.4.8 Residential be amended to reflect the proposed amendments to the Core Strategy as set out under WXF-C3-164 (OPR).

### **Tiered Approach to Zoning**

WXF-C3-156 (Dunne) raises issues in relation to the Infrastructural Assessment Report approach. It is considered a do-nothing stratagem, and the application of three levels of feasibility for already serviced sites is considered unnecessary in areas serviced by wastewater and water. This submission requests that the SP boundary be extended to include all lands serviced by the Rosslare Harbour and Kilrane wastewater plant.

WXF-C3-80 (Mythen), WXF-C3-97 (Kehoe), WXF-C3-100 (Bigwood Properties) are concerned about the allocation of the entire Core Strategy quantum and Tier 1 designated lands to only one landholding/landowner. It is submitted that this approach is anti-competitive and unfair, it may prohibit the delivery of these houses as the Tier 1 owner has until year three to apply for permission and would then have another five years to build the permission which is beyond the lifetime of the plan. This approach is not in the best interests of the proper planning of the area.

WXF-C3-97 (Kehoe) submits that his lands, which are located on Ballygillane Lane, should not be designated Tier 3 based on footpath connectivity as connectivity to the village core is easily achievable through Tier 1 and Tier 2 lands (once developed). Furthermore, the site should not be designated as Tier 3 based on a potential need for an upgrade to a pumping station as all the sites identified by the SP require pumping station upgrades. The submission also notes that the boundaries of Site No. 2 as identified in the Infrastructural Assessment Report should be revised to accurately reflect the landholding. The realisation

of site-specific development objectives such as the provision of a link road and strong building lines/frontages is enough to warrant a Tier 1 designation in part for these lands.

WXF-C3-100 (Bigwood Properties) relates to the site of 'Barr na Haille' Housing Development and surrounding undeveloped lands. The Draft SP identifies the lands as Tier 2 Residential. The submission requests that the lands between the completed units and the village centre be considered as fully serviced, brownfield and infill land and sequentially preferable and as such be allocated a Tier 1 residential zoning. The submission also requests clarity on the Tier 2 Residential zoning and whether the pumping station would actually require upgrading to facilitate the development.

WXF-C3-80 (Mythen) also notes that there is no Tier 1 allocation in Kilrane.

#### **Tiered Approach to Zoning - Chief Executive's Response**

The NPF introduced a tiered approach to zoning to ensure a better linkage between the zoning of land and the availability of infrastructure such as road and footpath access including public lighting, foul sewer drainage, surface water drainage and water supply. Its purpose is a servicing categorisation, to determine if lands are either serviced and ready to go or serviceable during the lifetime of the plan. As detailed in NPO 72b, planning authorities must prepare an Infrastructural Assessment Report (IAR). The NPF also notes that lands that cannot be serviced within the lifetime of the plan should not be zoned for development.

Regarding the phased approach to development, it is considered that the small quantum of residential zoned lands involved in the Draft SP (3.4ha) compounded the perceived severity of this approach.

The approach prioritised the development of the Tier 1 lands for Phase 1 as they were deemed available, serviced and ready-to-go, were located within the existing footprint of the settlement, contiguous to existing development and sequentially the most suitable site. The Tier 2 lands, which were deemed serviceable within the lifetime of the plan, were

prioritised for development next (Phase 2). The Tier 3 lands were not deemed serviceable during the plan period.

The Phase 1 (Tier 1) lands were given a three-year period to come forward for development, and if they were not forthcoming, the Phase 2 (Tier 2) lands can be considered in a sequential manner. The three-year period is halfway during the lifetime of the SP. This is a reasonable and considered approach, it ensures well-located and serviced lands are prioritised and it provides clarity around timelines.

Following consideration of the points raised in the submissions, the IAR was fully reviewed. This review has re-allocated the Plot D (Tier 3) lands on Ballygillane Lane (WXF-C3-97 refers) and Plot E lands to Tier 2 on the premise that the servicing issues can be addressed within the lifetime of the SP. The other parcels of land retain their originally allocated tier. All Tier 2 lands will require upgrade works to the pumping station.

Regarding the request by WXF-C3-97 (Kehoe) to amend the boundaries of Site No. 2 in the IAR to reflect the landholding, the boundaries used in the IAR relates to lands under consideration for residential and as such do not need to match the landholding boundary.

Having regard to the increased quantum of residential zoned land, additional parcels of lands can now be included in Phase 1. The prioritisation of lands for this phase is based on 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).

Having regard to the foregoing, it is recommended that this section 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 6.9ha/172 units. Parcels A, B and F are allocated to Phase 1.

- Phase 2 is allocated 6.4ha/160 units. Parcels C, D and E are allocated to Phase 2. 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.
- Provide a 1.2ha parcel of residential zoned land in Kilrane Village (Plot F) for development in Phase 1.
- Amend Table RHK – 1 Future Residential Development and Delivery Approach to include additional columns labelled Parcel I.D and Phase with each parcel of land allocated to either Phase 1 or Phase 2. A new column will also be included to identify if the parcels are within the existing built-up footprint.
- The foregoing will also require amendments to Map 3 Land Use Zoning. It is recommended that references to tiers be omitted, the residential lands be identified by their Parcel I.D and the allocated phase to the ‘New Residential’ lands be identified by colour i.e. Phase 1 is Orange and Phase 2 is Light Yellow.

## **Section 2.4.9 Transport and Movement**

### **Local Improvements**

While Objectives RHK 21 (pedestrian and cycling facilities) and RHK 23 (delivery of specific new footpaths) are welcomed, submissions including WXF-C3-39 (Ballygillane Residents Association) and WXF-C3-146 (Wexford Greens) highlight that there is a need to prioritise the building of the proposed new footpaths in the interests of road safety for all users.

Footpaths along the routes from housing developments around Ballygillane and Kilrane to the National School should be prioritised.

The recently constructed footpath from Cúl na Gréine to Kilrane National School was very much needed and is welcomed. WXF-C3-146 (Wexford Greens) notes that this road is identified as a green route in the SP where established landscape features are to be retained. The mature hedgerow along the length of the new path was destroyed and its reinstatement is looked forward to once the footpath is completed.

While Objective RHK25 (to enhance the country route to the east of Kilrane to St. Helen's as a green route) is welcomed, submissions including WXF-C3-39 (Ballygillane Residents Association), WXF-C3-73 (Cronin), WXF-C3-113 (Mullen) and WXF-C3-146 (Wexford Greens) express concerns that this cannot be achieved due to the on-going growth and sheer volume of articulated lorries, commercial refuse lorries and lorries carrying skips using the road between Kilrane and Kilrane Business Park. It is submitted that this traffic is not compatible with a "green route" nor with the Council's Strategic Aim of creating "an attractive public realm" and "a high-quality residential environment" in Kilrane. There are also concerns about the expansion of the business park and it is hoped that this expansion will not result in additional HGVs on this road.

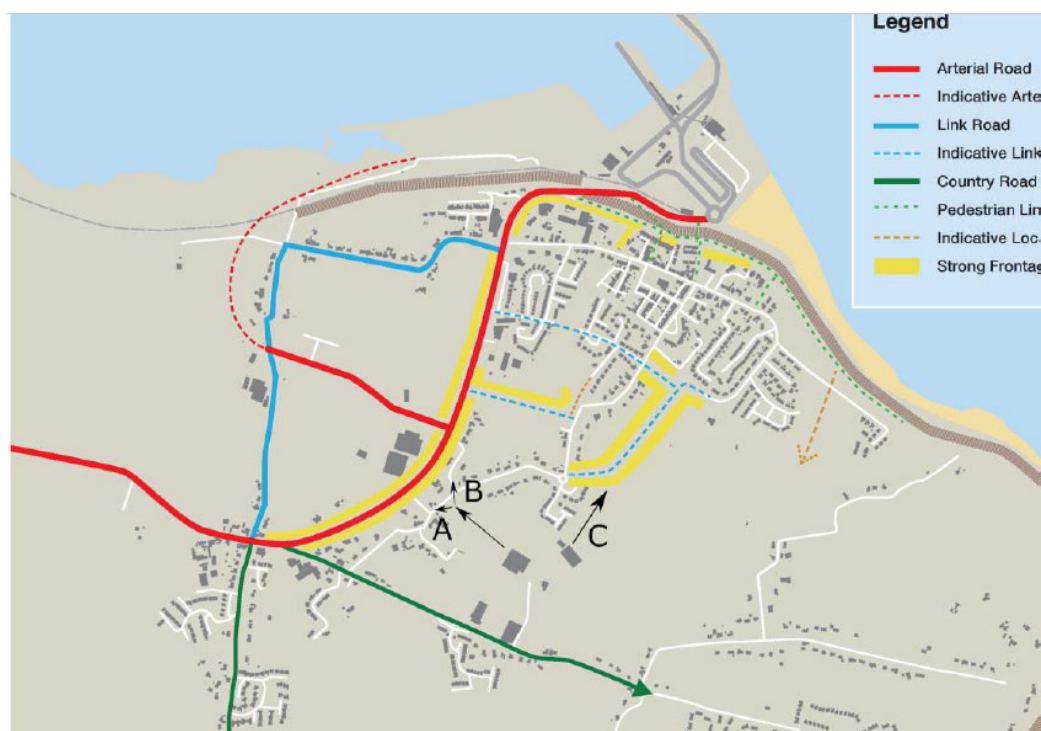
WXF-C3-146 (Wexford Greens) understands from local people that the presence of KBP brings a large volume of heavy good vehicles, commercial refuse vehicles and skip lorries down this country road. This traffic occurs day and night, despite restrictions to planning permissions. The submission outlines that residents have complained to Planning Enforcement over the years, but the problem still exists.

WXF-C3-78 (Cúl na Gréine Residents Association) outline concerns that even without further development in Kilrane Business Park, the continued use of the current access route to the business park is not sustainable. The current level of HGV traffic is resulting in serious traffic safety concerns at the school and for pedestrians and it is contributing to a deterioration of the road surface. It is considered that it would not be permitted to allow such traffic levels pass a national school at all, especially one which did not have off road parking for drop off/pick up purposes, if planning for such were being sought under current planning regulations.

Given the current plans for the changes to the N25 which involve its rerouting away from Kilrane Village, the submission outlines that now is the time to deal with the issue on St Helen's Road and to address issues raised in the Route Concept in the SP. An alternative access route avoiding Kilrane National School needs to be developed for Kilrane Business Park as it now stands, and for any further development at that site. The submission proposes possible new access routes which are shown in the following figure.



### WXF-C3-78 Proposed Alternative Access Options for Kilrane Business Park



The Council is urged to begin the process of rectifying these issues and to begin discussions with all the relevant stakeholders to bring these issues to a safe and satisfactory conclusion for all, especially for the children of this area.

It is also submitted that the solutions would fulfil Objective RHK35 “To protect the existing N25 as a gateway entrance to Kilrane and Rosslare Harbour and to promote improvements to enhance the roadside landscape whilst maintaining the safe distribution of traffic through the villages to the Europort.”

WXF-C3-73 (Cronin) and WXF-C3-113 (Mullin) also note their support for this submission.

#### Local Improvements – Chief Executive’s Response

The need to prioritise the development of pedestrian and cycling facilities is noted. A footpath from Cúl na Gréine Housing Scheme to Kilrane has recently been completed. Funding of €200,000 has also been received under Active Travel to improve pedestrian and cycling linkages between villages of Rosslare Harbour and Kilrane along the N25. It is anticipated that the works will be completed during this summer.

The roads to the south and east of Kilrane are identified as Country Routes/Roads in the SP. Objective RHK25 proposes to enhance these roads as green routes by retaining established landscape features and adding new pedestrian and cycling facilities. There may be circumstances where existing landscape features will have to be removed, e.g. road widths, and alignments, to facilitate the new pedestrian and cycling facilities. It is recommended that this objective be amended to say that where the removal of landscape features is required to facilitate the development of pedestrian and/or cycling paths, new planting shall be carried out as part of the proposal.

The concerns expressed about traffic safety between Kilrane Village and Kilrane Business Park are noted. The suggestions relating to alternative access road to Kilrane Business Park been reviewed by the Roads Department. However, these options are not considered viable for reasons including road widths, use of non-public roads and inadequate widths to cater for HGV and associated turning movements. The Council will continue to work with the local community to address concerns and will continue to monitor traffic management measures in this area which currently include advanced warning signs on the approach to the school. The newly constructed footpath will also improve traffic safety for pedestrians along this road. No amendment proposed.

While not arising from a submission, in the interests of clarity and completeness, it is recommended that the following issues be addressed as proposed amendments:

- Objective RHK27 should be amended to omit (d) Kilrane to Ballygerry and St. Mary's Estate as the SP does not propose the development of a new Link road. For the purposes of the Route Concept, the existing road is identified as a Link road and the provision of footpath and cycle paths will be required as part of the Link Road status.
- Considering the foregoing point, Objective RHK23 (b) should be amended to read as 'Kilrane north to Ballygerry and St. Mary's Estate.
- Objective RHK21 should be amended to include reference to the footpaths and cycle ways identified on Map 4.

### **N25 National Road and Rosslare Europort Access Road**

WXF-C3-39 (Ballygillane Residents Association) notes that the N25 Rosslare Europort Access Road does not remove HGV traffic from the centre of Kilrane, and therefore does not provide similar benefits to Kilrane that the scheme does for Rosslare Harbour. The submission welcomes the “Transport Infrastructure” zoning to the north of Kilrane, which relates to proposed route options to improve access to Rosslare Europort by way of the proposed new N11/N25 Extension from Oilgate. Any initiative which diminishes the flow of HGVs through the centre of Kilrane village is very welcome.

WXF-C3-145 (Iarnród Éireann) welcome the inclusion of both the N25 Rosslare Europort Access Road and the N11/N25 Oilgate to Rosslare Harbour Road Schemes, along with Objectives TS50, TS51, TS52, TS54 & TS55 in the Draft CDP. These road schemes are essential for the future development of the port and the region.

WXF-C3-146 (Wexford Greens) submit that there was too much detail included on the proposed Rosslare Europort Access Road. Additional detail on the route of the Rosslare-Waterford Greenway would be of more benefit.

WXF-C3-34 (TTI) welcomes Objective RHK33 which indicates the Council’s objective to reserve land for the proposed N11/N25 Oilgate to Rosslare Harbour Scheme and prohibit development which would compromise the construction of this route. The submission also notes the support for the Rosslare Port Access Route in Objective RHK34 is also noted. The submission also notes that a significant area of land is zoned Transport Infrastructure with the purposes of providing for improved access to Rosslare Europort. The safeguarding of lands required for the relevant national road schemes in accordance with the provisions of official policy is welcomed and is critical to their delivery. Section 2.9 of the DoECLG Spatial Planning and National Roads Guidelines provide that development objectives, including the zoning of land, must not compromise the route selection process, particularly in circumstances where road scheme planning is underway and potential route corridors or upgrades have been identified and brought to the attention of the planning authority. Inappropriate zonings are contrary to the broader public interest concerning the achievement of value for money for the taxpayer and can significantly increase the cost of

land to be acquired for national road schemes. Such zoning decisions could make the road project uneconomic, potentially leading to significant material alterations to the project or even the abandonment of the scheme as well as negating the planning work undertaken and the investment made in the proposed road scheme.

Pending delivery of the proposed road schemes, the strategic function of the existing national road network requires safeguarding. TII recommends that the access to the Industry zoned lands to the north side of the N25, national road, west of the settlement requires clarification prior to the adoption of the Draft Plan. The subject lands, in part, adjoin the N25 at a location where a 100kph speed limit applies and alternative access to the non-national road network should be identified and provided for in the plan.

#### **N25 National Road and N25 Rosslare Europort Access Road- Chief Executive's Response**

The advancement of both the N11/25 scheme and the Rosslare Europort Access Road are strategically important for the county and region, and it is imperative that these schemes are prioritised for delivery for as soon as possible.

It is the Council's intention that the subject Industry lands will be accessed from the local road to the east or from an access to the N25 located within the 60kph speed limit. Direct access to the Industry lands from the N25 where the 100kph zone applies is not proposed. However, it is important to note that consideration may be given to the latter where an exceptional circumstance provided for under Objective TS59 in Chapter 8 Transportation Strategy in Volume 1 Written Statement applies. It is recommended that a statement outlining the above be included in this section of the SP.

The level of detail included in the Draft SP relating to the Rosslare Access Road was deemed necessary given the scheme stage at that point. Since the publication of Draft Plan, it has been confirmed that Option C is the preferred option. Accordingly, it is recommended that the text be amended to reflect this update and include the route of the preferred option.

Chapter 3 Core Strategy, Chapter 7 Tourism Development and Chapter 8 Transportation Strategy and Chapter 14 Recreation and Open Space in Volume 1 Written Statement contain

objectives relating to provide for greenway. The Government recently announced that the Wexford- Waterford rail link will be included in the upcoming all-island Strategic Rail review. It is recommended that the text on page 95 is amended and an associated new objective is added to reflect the current position. It is also recommended that RHK55 be amended to reference the potential for a greenway between Rosslare Harbour and Rosslare Strand.

#### **Section 2.4.8 Economic Development**

##### **Rosslare Europort**

WXF-C3-143 (An Taisce) welcomes the mention of the opportunity to switch to lift on-lift off rail freight from Rosslare using the existing but disused Waterford rail line. This would be a significant step in decarbonising the movement of goods in Ireland. It is requested that this be a specific, targeted and timetabled objective in the new CDP.

WXF-C3-64 (CIF) concurs that the development of Rosslare Europort and associated access routes will be vital to the Irish Economy as the closest port to Britain and increasingly important the closest port to mainland Europe. Achieving Tier 1 status for the Europort will be vital as well as the zoning of suitable commercial and industrial lands, which will be needed as the Port expands.

WXF-C3-145 (Iarnród Éireann) outlines that Rosslare Europort is an important asset to the state and Wexford County. It is Ireland's second busiest "roll-on, roll-off" "(RORO / ROPAX)" port for freight traffic, after Dublin Port. Rosslare's geographical location as Ireland's closest port to mainland Europe means that it is well-placed to benefit from growth in freight traffic direct to European markets following potential Brexit-induced customs delays and costs at British ports, when its role as a strategically located alternative to the busy Dublin port is likely to become increasingly important to the Irish economy.

As the Port Authority, Iarnród Éireann has recently secured planning permission for a major transformation of Rosslare Europort, as part of its Port Masterplan. The plan will see significant investment in the infrastructure of the port and allow for expansion in the current key areas of RORO freight and passenger transport.

The submission outlines that the Masterplan will also be providing the infrastructure necessary to facilitate the impending border inspection requirements while also creating increased capacity to capitalise on new business opportunities becoming available to the port. The Masterplan, together with initiatives under the strategic plan for the port, will see over €30 million invested by Iarnród Éireann in Rosslare Europort over the next five years. It will ensure that Rosslare will be equipped with the capacity, facilities and technology to facilitate major growth for the benefit of the region and the wider national economy.

The submission outlines that the major changes at Rosslare Europort will be:

- New configuration of the port aligned to maximise future growth of the port and support regional and national development.
- Significant new facilities and infrastructure to develop Rosslare Europort to its full potential as Ireland's gateway port to both the United Kingdom and Continental Europe.
- The development of a Sustainable, Seamless and Smart Port that will be best in class internationally.

The submission outlines that, as well as the Port Masterplan, further substantial investment will also take place both at the port and in the surrounding area including the delivery of the existing, and construction of the future permanent extensive facilities to meet all customs and Brexit requirements for state agencies at the Port, making Rosslare the only port outside of Dublin with the required Border Inspection Post.

Iarnród Éireann welcomes the inclusion of the Settlement Plan in the wider draft County Development Plan. Objectives RHK29-RHK31, RHK33-RHK36, RHK38-RHK46 & RHK48-RHK53 are also supportive of the proposed developments included in the Rosslare Europort Masterplan 2025, which is welcome.

Iarnród Éireann notes the Council's support for the provision of rail freight services and facilities at Rosslare Europort to support sustainable increases in port operations. The submission states that the installation of rail freight infrastructure at Rosslare Europort to support rail freight services is not an immediate objective of Iarnród Éireann, but the

consideration of sustainable rail freight capability at the port could form a longer-term objective if economically viable.

#### **Rosslare Europort – Chief Executive’s Response.**

The comments outlines in WXF-C3-64 (CIF) are noted. It is considered that the policies and objectives in both the Draft County Development Plan and the Draft SP provide for the future development of Rosslare Europort and associated access routes. There is also sufficient commercial and industrial land zoned in the Draft SP to accommodate future growth at Rosslare Europort and the SP area. No amendment proposed.

The Council welcomes Iarnród Éireann’s planned significant investment in Rosslare Europort. The Council will continue to work with the Port Authority and key stakeholders to maximise the potential that the Europort offers to the county and the region. It is considered the objectives in the Draft County Development Plan and the Draft SP support the planned transport and economic functions of Rosslare Europort. It is recommended that the text in this section be amended to reflect the key objectives of the Port’s masterplan.

The development of rail freight services and associated facilities at Rosslare Europort is a priority for the region and the county. Accordingly, while Iarnród Éireann indicates that the installation of rail freight infrastructure at Rosslare Europort is not an immediate objective of Iarnród Éireann, it is recommended that the supporting objectives be retained in the plan. It is further noted that An Taisce seeks the inclusion of a specific, targeted and timetabled objective for the switch to lift on lift rail freight using the disused Waterford rail line. The inclusion of such a timebound objective is considered premature pending the completion of the All Island Strategic Rail Review, and the preparation of the Regional Freight Strategy under RPO 141. No amendment proposed.

#### **Tourism**

WXF-C3-146 (Wexford Greens) suggests that the development of the settlement as a ‘green tourism hub’ would be more realistic than the development of Cruise tourism referenced in the SP. Green tourism would involve working with the ferry companies to promote cycle traffic into Rosslare, and the new Greenway would be attraction. The Eurovelo cycle route is

already established from Rosslare but there are few facilities as one leaves the Port to attract cyclists to remain, if even for a brief period, in the area. Rosslare Harbour is also close to many sites of built and natural heritage.

WXF-C3-156 (Dunne) raises as an issue that at the end of November 2020, there were no hotel rooms in RHK. It is hoped that future development, such the proposed Greenway which will be a boost to tourism and will lead to an improvement in hotel and overnight accommodation and assist with the development of tourism.

### **Tourism – Chief Executive’s Response**

The Council will support all appropriate tourism opportunities for the county including green tourism and cruise tourism, and as outlined on page 95 of the Draft SP, the Council will continue to support appropriate tourism related development which will expand the tourism profile of south Wexford. This is supported by Objective RHK53.

The lack of overnight accommodation is noted, and it is recommended that Objective RHK53 be amended to include this. The Council will welcome the development of suitable tourism accommodation in the SP area; however, the SP does caution that this will be carefully managed to ensure that the settlement retains a year-round resident population.

### **Section 2.4.9 Recreation and Open Space**

The Community and Education lands adjoining Kirwan’s garden, the Open Space and Amenity lands beside it and the Tier 3 residential lands; all of which are close to several housing estates could, together, make a very attractive park into which could be incorporated amenities to serve both older and younger population of the village.

WXF-C3-146 (Wexford Greens) outlines that one of the most valued amenities around Rosslare Harbour village is the Small Boats Harbour. It is located very close to where the most likely option for the new Rosslare Access Road will run. The submission requests that the importance of this amenity should be acknowledged in the SP with confirmation that access to this amenity will be protected.



#### **Section 2.4.9 Recreation and Open Space - Chief Executive's Response**

The merging of Kirwan's Garden and adjoining Open Space and Amenity lands as public park is a very good idea. This could also be integrated with and linked to the open space provision that will form part any future development on the residential zoned land. No amendment proposed.

The new road layout in Rosslare Europort being developed under the approved Port Master Plan includes a new road access for the Small Boats Harbour directly from the new Western Roundabout. Rosslare Europort has confirmed that this new internal port road layout will commence construction this year and will be operational in advance of the construction of the N25 Rosslare Europort Access Road scheme (subject to planning approval). The dedicated access for the Small Boats Harbour will therefore be in place and available during the construction of the N25 Rosslare Europort Access Road scheme and will remain in place after the opening of the scheme. Upon opening, users of the Small Boats Harbour will be able to gain access directly from the N25 Rosslare Europort Access Road via the roundabout. No amendment proposed.

While not arising from a submission, in the interests of clarity it is recommended that Objective RHK60 be amended by inserting ecological before local corridors and deleting the word hub.

#### **Section 2.4.10 Community and Education**

WXF-C3-39 (Cúl na Gréine Residents Association) welcomes Objective RHK62 which is to support the development of a new of a community centre if required. It is outlined that community centre is very much needed, it is a practical measure which could be of great benefit to the increasingly elderly population and it should be developed at a suitable location easily accessible to the residents of both settlements.

WXF-C3-146 (Wexford Greens) also welcome this objective and suggests that it is essential that it be built in Rosslare Harbour, in order to help to preserve 'a strong sense of place' in the village in the face of the industrial development proposed for the surrounding area.

#### **Section 2.4.10 Community and Education - Chief Executive's Response**

Objective RHK62 indicates that any new community building should be located at a suitable location accessible to the residents of both settlements. This will be mutually beneficial for both the residents of both villages. No amendment proposed.

#### **Section 2.4.11 Flood Risk Management**

Submission WXF-C3-72 (OPW) recommends that the buffer zone referred to in Objective FRM18 in Chapter 9 Infrastructure in Volume 1 Written Statement should be incorporated into the land use zoning and as a specific objective in the SP.

#### **Section 2.4.11 Flood Risk Management - Chief Executive's Response**

Noted. The Draft SP identified that this buffer zone would be required for the watercourses on the New Residential (Tier 2) lands, Industry lands to the west of the N25 and Light Industry lands. The inclusion of the buffer zone on the land use zoning map is a good idea and will provide clarity regarding the extent of the buffer zones required. It is recommended that a minimum 12.5m buffer zone each side of the centreline of the watercourse channel be zoned Open Space and Amenity on Map 3 Land Use Zoning. This will now also include some Port-related activities lands and Community and Education lands. It is also recommended to include a specific objective relating to the provision of appropriately sized riparian buffer zones along watercourses.

It is also recommended that Figure RHK -5 Flood Zones Overlaid on Land Use Zoning Map be amended to reflect the proposed amendments to land use zoning.

#### **Section 2.5 Land Use Zoning and Land Use Zoning Matrix**

The following should be read in conjunction with Map RHK(A) which shows the location of the lands that are the subject of these land use zoning related submissions. The parcels are identified by their submission no e.g. No. 39, No. 80 and No. 100. Map No. 3 shows the proposed amendments to the land use zoning arising from consideration of these submissions. **Note:** Submission WXF-C3-97 (Kehoe) is set out under Section 2.4.8 Residential.

**WXF-C3-39 (Ballygillane Residents Association) and WXF-C3-146 (Wexford Greens)**

These submissions raise issues regarding the proposed rezoning of 'Community and Education' and 'Town Centre lands' to Business and Technology and Industrial lands. Located mid-way between the two settlements, the lands could have been an ideal site for a community centre. These lands are very near Rosslare Harbour and could be more properly used for the needs of the community. If it is decided to proceed with this zoning, then a replacement piece of land, commensurate with this one, should be zoned for Community and Education use.

**Chief Executive's Response**

The concerns outlined are noted. As previously outlined, from a spatial planning perspective, the approach was to locate employment related zonings to the north and west of the N25. These lands offer good potential for business and technology related employment. The Existing Residential, Community and Education, Village Centre, Neighbourhood Centre lands all offer opportunities to develop community facilities, as well as the redevelopment of an existing building. No amendment proposed.

**Submissions WXF-C3-50 (Ferguson) and WXF-C3-130 (Ferguson)**

These submissions relate to the same parcels of lands. WXF-C3-50 requested the zoning of their lands for industrial and residential land uses. Industrial zoning is sought for lands to the north and northwest of Kilrane Business Park. It is submitted that this industrial land would allow existing businesses to expand and create additional employment in the area having regard to the port expansion plans, Brexit, wind farm services, the new link road to the port and the new shipping line to Dunkirk. A residential zoning is sought for lands located to the east of the Tier 1 and Tier 2 lands on Ballygillane Lane and south of Rosslare Rangers playing fields.

WXF-C3-130 confirms that the owners note that their lands to the east of Kilrane Business Park have been zoned as Light Industry in the Draft SP. They request that their lands to the north-west of Kilrane Business Park also be zoned Light Industry to accommodate existing business wishing to expand. The submission also confirms that they request the lands marked x on the submitted map to be zoned for residential.

### **Chief Executive's Response**

The Draft SP already provides additional lands to allow for a commensurate extension of Kilrane Business Park. Lands to the west and north of the N25 can be used for existing businesses who have outgrown their premises and for new businesses to locate. No amendment proposed.

As previously outlined, the Core Strategy allocated 172 additional households to the SP area, which translates to 6.8ha of residential land. The SP prioritises lands that fulfil the requirements of the NPF relating to the Compact Growth and the tiered and sequential approaches to development. The application of the sequential approach to residential zoning rules out these lands for residential as there are other lands that are closer to the centre. No amendment proposed.

### **WXF-C3-39 (Ballygillane Residents Association), WXF-C3-73 (Cronin), WXF- C3-78 (Cúl na Gréine WXF-C3-113 (Mullen) and WXF-C3-146 (Wexford Greens)**

These submissions raise concerns about the proposed expansion of the Light Industry zoning at Kilrane Business Park, particularly given the current issues with the operation of the Business Park and associated HGV traffic movements on the Kilrane- St Helen's road.

WXF-C3-039 (Ballygillane Residents Association) submits that it is hoped that the extension of Kilrane Business Park will not give rise to additional HGV traffic movements. It is also requested that any further development of this land must be compatible with the 'Light Industry' zoning and the Council's definition of same provided in the SP. It is submitted that some existing activities and uses in Kilrane Business Park are not compatible with this zoning and would have been more appropriately located in an "Industrial" zoned area. Future industrial type development should be located on the 'Industry' zoned land. The submission notes that when granting planning permission for these developments to take place in KBP, appropriate conditions to protect residents' amenity were either incomplete, inconsistent or entirely absent from some of the planning permissions granted by the Council. The submission also submits that the Council does not even attempt to ensure that conditions attached to its planning permissions are adhered to.

WXF-C3-146 (Wexford Greens) queries why, given that there are over 80 hectares of mostly vacant 'Industry' zoned land to the west of the N25 close to the village, the Council does not zone some of this land as "Light Industry" if more "Light Industry" zoned land is required.

#### **Kilrane Business Park – Chief Executive's Response**

While outside of the remit of the County Development Plan, the Council refutes the assertions that it does not carry out its statutory planning enforcement duties.

It is the intention of the Council that all future heavy industrial development in the SP area will take place on the Industrial zoned land to the north and west of the N25. Kilrane Business Park was zoned Light Industry in the 2012 Local Area Plan. This zoning was carried forward to the Draft SP, with a commensurate increase in this zoning to allow for expansion or the development of new light industry developments. It is likely that the development of this land could give rise to additional traffic movements. Notwithstanding the land use zoning, all future developments on these lands will be assessed in accordance with the objectives of the SP and all the relevant objectives and development management standards in the CDP e.g. traffic safety, noise and environmental management. It is recommended that the extent of the area zoned Light Industry in the Draft Plan be reduced to accommodate an increase in the Open Space and Amenity zoned area/buffer zone.

#### **WXF-C3-39 (Ballygillane Residents Association)**

This submission outlines concerns about the "Temporary Border Control Site". It has been rezoned from "Mixed Use" to "Port Related Activities". The location of the Temporary Border Control Site will mean that vehicles arriving from the UK in the next three to five years will have to go through Customs in the village, rather than in the Port.

The submission is critical of how the development proceeded. There was no public scrutiny permitted of this development because it was pushed through using emergency legislation. There was no possibility of challenging the development - which is surrounded on three sides by housing, including the housing estates of Ros Mór and Portside - on the basis of the environmental pollution it will cause. It is stated that the siting of this Temporary Post has a severe negative impact on the amenity of the area, seriously impinging on residents ability to

enjoy their homes and conflicts with the Council's own objectives "to provide a high quality residential environment" and "an attractive public realm" and to move HGV traffic out of the village, via the new Port Access Road. Local residents' associations have worked for three years with stakeholders to try to mitigate the damage to the public realm of this site.

If this site is not used as a Temporary Border Control Site to deal with the exigencies of Brexit, any future development of the site must be compatible with the character and scale of the area and subject to compliance with normal planning and environmental criteria and the development management standards contained in the WCDP.

### **Brexit Customs Facility - Chief Executive's Response**

The concerns raised are noted. However, the Council has no role in prescribing the legislation which decides this process.

The zoning of these lands was changed to reflect the Port-related nature of the lands. The Council will ensure that any future development proposals on the site are subject to compliance with all relevant planning and environmental criteria and the development management standards contained in the CDP. Future development proposals will also be required to provide for the Link road from the N25 to Ballygillane. No amendment proposed.

### **WXF-C3-78 (Cúl na Gréine Residents Association)**

This submission requests that Cúl na Gréine housing estate, which is located on the Kilrane - St. Helen's Road country road, be included with the SP boundary and zoned. This would provide a sense of belonging and community, and it is anticipated that it would bring about a reduction in the current speed limit on this road.

### **Chief Executive's Response**

The inclusion of this housing estate within the plan boundary was considered at the time of preparing the SP. The lands were considered isolated from Kilrane, particularly as the lands between the housing estate and Kilrane were not being included within the plan boundary. Having regard to the recently constructed footpath connecting the estate to Kilrane and to

the points raised in the submission regarding achieving a sense of belonging and community, it is considered appropriate to include the area occupied by Cúl na Gréine housing estate only within the SP boundary. It is recommended that Map 3 Land Use Zoning be amended to include these lands within the SP boundary and to zone the subject lands Existing Residential and Infill. This will also result in the SP boundary changing on all associated maps and figures. It is also important to note that the zoning of this land will not facilitate additional residential units as the lands are already fully developed.

### **WXF-C3-80 (Mythen)**

This submission relates to a parcel of land located south of Kilrane Village centre to the rear of the school, wrapping around the rear of Westwinds Housing Estate including lands opposite the cemetery. It states that under previous development plans the site was zoned for residential development/village expansion. Permission was granted in the past for a substantial residential development on the lands.

The submission notes that there is no Tier 1 residential land in Kilrane.

It is noted that a portion of the land is zoned Community and Education in the Draft SP. It is requested that the remainder of the lands be included within the SP boundary and zoned for residential. The submission is accompanied by a masterplan which proposed a mixed-use development comprised of playing fields, residential development, a crèche and an area of car parking for the cemetery.

### **Chief Executive's Response**

The point raised in relation the absence of Tier 1 land in Kilrane village is noted, and as outlined under Section 2.4.8 Residential, it is recommended that 1.2ha of residential land be zoned in Kilrane. However, having applied the sequential approach, assessed the servicing of lands and having regard to the proximity of lands to the local school, it is recommended that Plot F lands fronting onto the St. Helen's Road be zoned residential. Accordingly, it is not recommended to zone the lands which are the subject of this submission as residential.

### **WXF-C3-100 (Bigwood Properties)**

This submission relates to lands at Barr na Haille Housing Development. The submission identifies conflicts between the Map 3 Land Use Zoning and Figures RHK-2 and RHK –3 relating to the open space zoning and the indicative local route. The submission also submits that this landholding is the subject of an excessive quantum of open space zoning. The landholding previously provided the lands for open space/amenity walk to the north of the site and this should be accounted for in the overall open space allocation which is currently excessive and c. 30%.

### **Chief Executive' Response**

There is a conflict between the concept maps and the Map 3 Land Use Zoning and Map 4 Objectives. The concept map shows a larger area of open space than Map 3. The concept map also shows the local road running through the open space lands, however, as indicated on Map 4 Objectives, it runs through residential and open space lands. It is recommended that Figures RHK2 and 3 be amended to rectify the conflict with Map 3. It is also recommended that Objective RHK28 be amended to indicate that the local route also goes through the open space and amenity lands.

Having regard to planning application no. 20044060, the lands to the north were intended to be the open space and amenity area for that scheme. The open space and amenity lands within the landholding will serve the new residential. Open space is required and must be zoned at neighbourhood level to facilitate larger amenity areas for active use. It is proposed to increase the residential zoning on these lands by 0.3ha which will result in a commensurate decrease in the open space and amenity zoning at this location.

### **WXF-C3-128 (Culleton)**

This submission relates to land in Kilrane village, and it is requested that the land be zoned 'Existing Residential & Infill (ER)' to allow for of a small infill residential development of three houses to be constructed, that would complement and complete the exiting Kilrane Manor development. The three houses would be for Mr Culleton and two members of his family and one house has already been permitted on part of the landholding under planning reg. ref. 2017/1678. The area of land extends to 0.77ha and the owner is amenable to a



specific restriction/objective being placed on the lands that limit the development to three houses only.

It is submitted that the subject lands are suitable for rezoning to residential and are a logical extension and natural extension of the existing residential lands at Kilrane Manor, with access having previously been provided to serve the land in an earlier planning application. The lands are also located within walking distance of the local school, shops and services at Kilrane Village with access to other services and amenities in Rosslare Harbour.

#### **Chief Executive's Response**

As previously discussed, there is a limited core strategy allocation available for distribution between the two settlements. Having regard to the location of these lands and having applied the compact growth and sequential approach, the lands are not recommended for inclusion within the SP area. No amendment proposed.

#### **WXF-C3-152 (Murphy)**

This submission relates to 30 acres of land in Kilrane village located on the north and south of the N25. These lands were rezoned from Residential to Agriculture in the Rosslare Harbour and Kilrane Local Area Plan 2012. It is requested that the land on the north side of the N25 be zoned Industry. These are identified as 152(A) on the Map RHK (A). It is requested that the land to the south side of the N25 be zoned Residential and Infill. These lands are identified as 152(B) on Map RHK (A)

#### **Chief Executive's Response**

The lands located to the north side of the N25 are already zoned Industry in the Draft Settlement Plan.

Regarding the lands to the south of the N25, as previously discussed, there is a limited core strategy allocation available for distribution between the two settlements. Having regard to the location of these lands and having applied the compact growth and sequential approach, the lands are not recommended for inclusion within the SP area. No amendment proposed.

### **WXF-C3-156 (Dunne) and WXF-C3-157 (Dunne)**

It is submitted that additional Light Industry zoned lands could be identified adjoining Kilrane Business Park. The entire adjoining 'Agricultural' zoned lands could be zoned Light Industry/Residential. Furthermore, the retention of this agricultural zoning is hardly worthy as it is within the SP. The submission requests that consideration also be given to the inclusion of lands fronting onto St. Helen's Road and lands to the south of Rosslare Rangers and north of Kilrane Business Park within the SP area. A footpath has recently been constructed from Cúl na Gréine Housing Estate to Kilrane and the lands in between could be viewed as infill lands. The submission notes that there is no beneficial interest in these lands, and the suggestions are made only to improve the local community.

### **Chief Executive's Response**

As previously discussed, the Draft SP zoned additional Light Industry lands to allow a commensurate expansion of Kilrane Business Park. New light industry developments are open for consideration on the Industry, Business and Technology, Port-related and Commercial lands. As there is considered to be a sufficient quantum of suitable lands, it is not recommended to rezone the Agricultural lands to Light Industry.

The Agriculture lands are zoned for this use based on the character of the lands and development needs of the village. Given the location of the lands between Kilrane and Rosslare Harbour and the extent of the lands, to have no zoning at this location would contribute to a disjointed land use approach.

As previously discussed, there is a limited core strategy allocation available for distribution between the two settlements. Having regard to the location of these lands and having applied the compact growth and sequential approach, the rezoning of the Agricultural lands and the zoning of the lands to the south of Rosslare Rangers for residential use is not recommended. As previously outlined, it is recommended that 1.2ha of land be zoned residential fronting on the St Helen's Road. It is recommended that this 1.2ha, which forms parts of the lands referred to in this submission, be zoned New Residential and be included in Phase 1.

### **WXF-C3-39 (Ballygillane Residents Association)**

This submission raises as an issue that the National Inventory of Archaeology Heritage shows several ring ditches located on lands immediately to the north of Kilrane village centre. This land is zoned Industry. The submission notes that there are probably prehistoric hut-sites surrounded by numerous pits, gullies and post-holes<sup>1</sup>. This is part of Ireland's Ancient East, should be protected and this zoning reconsidered.

### **Chief Executive's Response**

As outlined in this section, there are currently two recorded monuments in the SP area – WX048-016 Church at Churchtown and WX048-017 Castle Site at Ballygerry.

It is noted that there are newly discovered archaeological features which are scheduled for inclusion in the next revision of the Records of Monuments and Places. Future development proposals in the SP area will be subject to the suite of objectives in Chapter 13 Heritage and Conservation in Volume 1 Written Statement relating to the protection of archaeological heritage including Objective AH01 “to conserve and protect archaeological sites, monuments (including their settings), underwater archaeology and objects included those listed or scheduled for inclusion on the Record of Monuments and Places and/or the Register of Historic Monuments or newly discovered sub-surface archaeological remains”.

No amendment proposed to the land use zoning. In the interests of completeness, it is recommended that the newly discovered archaeological features are listed in this section, after the Record Monuments.

### **Land Use Zoning Matrix**

#### **WXF-C3-39 (Ballygillane Residents Association)**

This submission raises concerns that the ‘Land Use Zoning Matrix’ seems in several instances to conflict with the Council’s definition of acceptable developments in different zones. For example, ‘transport depot’, ‘warehousing’ and ‘waste management facilities’ are included in the Matrix as being ‘Open to consideration’ as being acceptable in a “Light Industry” zone,

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<sup>1</sup> <https://maps.archaeology.ie/historicenvironment/>

although it is obvious that these activities, involving as they do the use of HGVs and JCBs, cannot possibly meet the Council's definition of 'Light Industry'. The Council needs to look again at its 'Zoning Matrix' and consider whether some of the activities it has shown as 'Open to consideration' are actually completely incompatible with the definitions of the categories of zoning which they have provided, and are actually working against the purposes for which its Land Zoning objectives have been formulated.

### **Chief Executive's Response**

The land use zoning matrix is intended as a general guideline in assessing the acceptability or otherwise of developments proposed in each zone. The indication that a use would be 'permitted in principle' or 'open to consideration' relates to the acceptability in principle of the use only. Factors such as density, height, traffic generation, environmental factors and design criteria are also of importance in establishing whether a development proposal conforms to the proper planning and sustainable development of an area. It is also important to note that the 'open for consideration' means that the Council may permit where it is satisfied that the suggested form of development will be compatible with the policies and objectives for the zone, will not conflict with permitted uses and conforms with the proper planning and sustainable development of the area.

The land use zoning matrix has been reviewed in light of the points raised in the submission. Regarding the Light Industry zoning, the land use zoning matrix identifies the following as 'open for consideration' – agricultural merchants, civic amenity/recycling centre, enterprise centre, office, port-related, public utilities, storage/transport depot, service garage, warehousing and waste management facilities. It is considered that all the uses, except for waste management facilities, are potentially compatible with the light industry definition. It is therefore recommended that waste management facilities be changed to **N - Not Permitted** in the matrix.

The review of the Land Use Matrix also raised the following issue. Retail Comparison and Retail Bulky are Open for Consideration in the Village Centre and Permitted in Neighbourhood Centre. However, it should read as follows: Retail Comparison is Permitted

in the Village Centre and Open for Consideration in the Neighbourhood Centre. Retail Bulky is Open for Consideration in Village Centre and Not Permitted in the Neighbourhood Centre. Accordingly, it is recommended that Land Use Matrix be amended to address this.

### **Chief Executive's Recommendation**

It is recommended that the following proposed amendments be made to the Rosslare Harbour and Kilrane Settlement Plan:

#### **CE RHK.1**

**Amend the Section 2.3.1 Settlement Hierarchy on page 65 as follows:**

Rosslare Harbour and Kilrane is designated as a Level 3(a) Service Settlement in the Core Strategy Settlement Hierarchy. Level 3(a) settlements are important service settlements for their local communities and their wider rural hinterlands. Some of these settlements are important contributors to economic activity in the county including Rosslare Harbour and Kilrane which is home to Rosslare Europort. The settlement performs important functions including retail, commercial, education, residential, service and amenity functions. The Development Approach for these settlements is set out in the Core Strategy in Chapter 3 of Volume 1 Written Statement and is summarised here in Section 2.4.2.

#### **CE RHK.2**

**Amend Section 2.3.8 Vacancy and Under-utilised Lands on page 68 as follows**

There are a number of vacant and/or under-utilised sites. This is prevalent in the Rosslare Harbour village centre area, in particular, the sites of the former Tuskar House Hotel and the Great Southern Hotel. The lands previously occupied by a large vehicle distribution centre on the N25 are currently used as the Border Inspection Post ~~a temporary border control site~~ for the Rosslare Europort. These lands which are owned by the OPW, and which extend to c. 7.3ha, offer significant development potential, albeit a section of the land is subject to flood risk.

### CE RHK.3

Insert the following text in Section 2.3.9 Built and Natural Heritage on page 68 as follows:

There are also newly identified archaeological sites which are scheduled for inclusion on the next Record of Monuments and Places. These are:

- WX048-017 17<sup>th</sup> century house, Ballygerry
- WX048-018 Windmill, Ballygerry
- WX048-154001 Ring ditch, Churchtown
- WX048-154002 Ring ditch, Churchtown
- WX048-154003 Ring ditch, Churchtown
- WX048-155 Excavation, Ballygerry
- WX048-156 Ring-ditch, Ballyaddragh
- WX048-016001 Church, Churchtown
- WX048-016002 Graveyard, Churchtown

### CE RHK.4

Amend the first sentence in Section 2.4.2 Core Strategy Development Approach on page 69 as follows:

As outlined in Section 2.3.1 Rosslare Harbour and Kilrane is designated as a Level 3(a) Settlement in the Core Strategy. The development approach for these settlements, which is set out in the Core Strategy, is summarised here:

## CE RHK.5

Amend Figure RHK-1 Place Concept and Landscape Concept to show:

- (a) The Open Space and Amenity lands on Plot B as identified on Map 3 Land Use Zoning.
- (b) Show indicative tree lines on Plot F in Kilrane.

### Proposed Figure RHK-1 Place and Landscape Concept

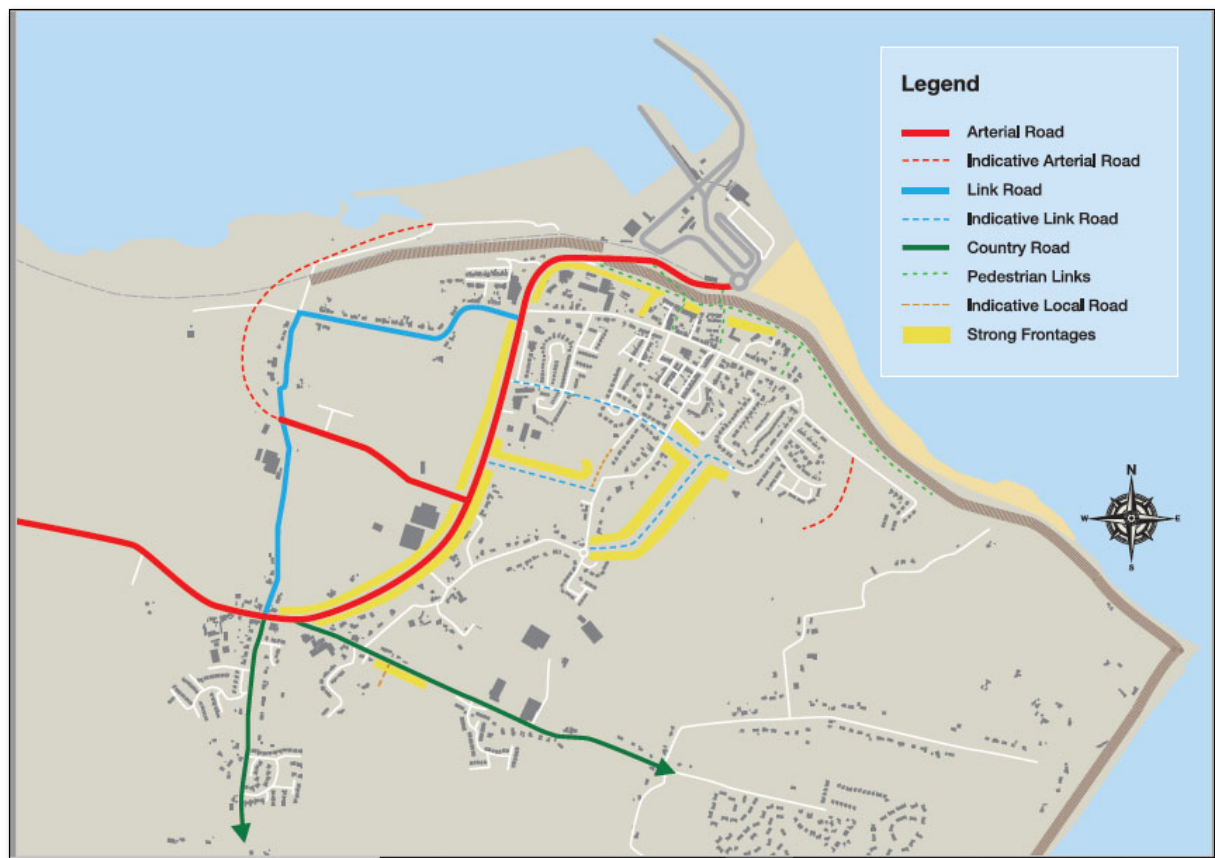


## CE RHK.6

Amend Figure RHK-2 Route Concept to show:

- (a) The indicative route of the local road through Plot B as identified on Map 4 Objectives.
- (b) The indicative route of the local road through Plot F in Kilrane.
- (c) A strong frontage on Plot along St. Helen's Road.

### Proposed Figure RHK-2 Route Concept





## CE RHK.7

Amend the text in Section 2.4.8 Residential and Table RHK – 1 Future Residential Development and Delivery Approach on pages 82-84 as follows:

As set out in the Core Strategy, an additional population of ~~339~~ 252 is allocated to Rosslare Harbour and Kilrane between ~~2016 and 2027~~ 2021-2027. This equates to ~~85~~ 172 additional households. At the allocated density of 25 units/ha this translates to ~~3.4ha~~ 6.8ha of residential land. It is intended to deliver ~~all of these~~ more than half of the new dwelling units on lands within the built-up footprint of the settlement plan area, achieving more than 30% envisaged by NPO 3c in the NPF.

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

- Tier 1 lands are considered fully serviced/‘ready-to-go’ and 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.
- ~~• Tier 3 lands are deemed not serviceable during the lifetime of the plan.~~

~~There is one parcel of Tier 1 lands identified. It is located to the southwest of St Brendan’s Estate in Rosslare Harbour. In the event that this Tier 1 site does not come forward within the first 3 years of the plan i.e. 3 years from the date of the plan coming into effect, the development of identified Tier 2 lands will be considered, in a sequential manner.~~

The residential lands have been prioritised for development based on a number of factors including the planned levels of growth in the settlements, 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).

6.9ha of land are 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 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 RHK-1 provides the detail of the Parcel I.D, the lands in each phase, ~~each-tier~~ tier, their size (ha), zoning, density, potential residential yield and infrastructural requirements and whether the parcel is within the existing built-up footprint. This table should be read in conjunction with Map 3 Land Use Zoning.

Proposals relating to the development of accommodation to meet the needs of older people, e.g. nursing homes, retirement villages and sheltered accommodation and the accommodation needs of people with disabilities will be considered on 'Village Centre' lands and 'Existing/New Residential' zoned lands.

**Table RHK-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<sup>2</sup></u>	<u>Infrastructural Requirements</u>
<u>A</u>	1	<u>1</u>	<u>Y</u> (c. 50% of site area)	3.45	Residential	25/ha	86	Fully serviced. Development to deliver a link road connecting St Brendan's Estate to Ballygillane lane. Lands to be developed as blocks with frontage on all sides and provide for a link road to <u>the adjoining Tier 2 Plot C</u> lands to the southwest.
<u>B</u>	2	<u>1</u>	<u>Y</u> (100%)	<del>1.96</del> <u>2.25</u>	Residential	25/ha	<del>49</del> <u>56</u>	These lands are located to the west of the existing Barr na Haille housing development. Development to deliver a strong streetscape and frontage onto both sides of the required route through these lands. The development must also visually connect Barr na Haille to St Brendan's Estate.

<sup>2</sup> Many uses are open for consideration on the village centre sites including residential (dwellings, nursing homes, retirement villages, sheltered apartments), offices, tourism (hotels/holiday homes/short term letting). These sites may or may not be developed for residential As such it not possible to estimate the % that may be developed for residential (if any) and therefore these lands are not included in the core strategy residential calculations.

<u>C</u>	2	<u>2</u>	<u>N</u>	4.0	Residential	25/ha	100	This land is located to the southwest of the <del>Tier 1 lands</del> <u>Plot A</u> . Its development is dependent on the footpath improvements along Ballygillane Lane and the Link route through the <del>Tier 1</del> <u>Plot A</u> land which will continue to the roundabout at Ballyknockan Lands to be developed in blocks with strong frontages on both side of the link road. The site layout must provide an appropriately sized riparian buffer zone along the stream to address flood risk management and green infrastructure.
<u>D</u>	<del>3-2</del>	<u>2</u>	<u>N</u>	1.4	Residential	25/ha	35	These lands are located to the east of Rosslare Rangers ground and to the south of the water tower. The development of these lands is dependent on the delivery of the local route through the adjoining <u>Plot B</u> lands to the north. The

<u>E</u>	<u>32</u>	<u>2</u>	<u>N</u>	1.0	Residential	25/ha	25	These lands are located west of Ballygillane Lane and directly adjoin the eastern boundary of the Europort Customs site. The development of these lands will require the delivery of footpaths along Ballygillane Lane and the delivery of a link route to the N25 with strong frontage on both sides of the link route and fronting on to Ballygillane Lane.
<u>F</u>	<u>2</u>	<u>1</u>	<u>Y</u> (100%)	<u>1.2</u>	<u>Residential</u>	<u>25/ha</u>	30	These lands are located on the Kilrane to St. Helen's road, approximately 20m east of Kilrane National School. <u>Development to deliver a strong streetscape fronting onto St. Helen's Road.</u>

## CE RHK.8

Insert a new paragraph at the end of National Roads in Section 2.4.9 Transport and Movement on page 86 as follows:

In the interim and while the N25 remains a National Road, the Industry lands located to the north of and directly adjoining the N25 will be accessed from the local road to the east or from an access to the N25 that is located within the 60kph speed limit. Direct access to the Industry lands from the N25 where the 100kph zone applies will not be permitted, save for an exceptional circumstance provided for under Objective TS59 in Chapter 8 Transportation Strategy in Volume 1 Written Statement.

## CE RHK.9

Amend the text and replace Figure RHK –4 relating to the Rosslare Europort Access Road in Section 2.4.9 on pp86-87 with the following:

### **N25 Rosslare Europort Access Road**

~~This element is currently progressing through Phase 2 (Option Selection). The following 3 options are currently under consideration (Also refer to Figure RHK 4).~~

#### **Option A**

~~Option A ('Do Minimum' Option) utilises the existing N25 National Road as the access route to Rosslare Europort. It includes the N25 Ballygillane roundabout project which will provide a new roundabout at the existing junction between the N25 (St. Patrick's Road) and the existing L7021 (Ballygerry Link Road). This project received planning approval in January 2020, and Wexford County Council intends to proceed with the construction of the roundabout in 2021. Option A begins at this proposed roundabout with the Ballygerry Link Road, continues along the existing N25 National Road and terminates at the existing roundabout at Rosslare Europort. This 'Do Minimum' option provides the baseline for the appraisal of all scheme options.~~

#### **Option B**

~~Option B ("Do Something" Management Option) assumes that there will be investment to improve the existing N25 National Road corridor which will remain the access route to Rosslare Europort. Option B seeks to utilise the existing asset where feasible through a package of on-line improvements which may include a mix of the following: the~~

rationalisation of direct accesses onto the N25, provision of parallel service roads, left-in/left-out junctions, designated pedestrian crossing facilities, signalised junctions, and improvement works at Delaps Hill. This option will be developed to the “best possible standard” using the existing infrastructure. It also includes the N25 Ballygillane roundabout project which will provide a new roundabout at the existing junction between the N25 (St. Patrick’s Road) and the existing L7021 (Ballygerry Link Road). Option B begins at this proposed roundabout with the Ballygerry Link Road, continues along the existing N25 National Road and terminates at the existing roundabout at Rosslare Europort.

### **Option C**

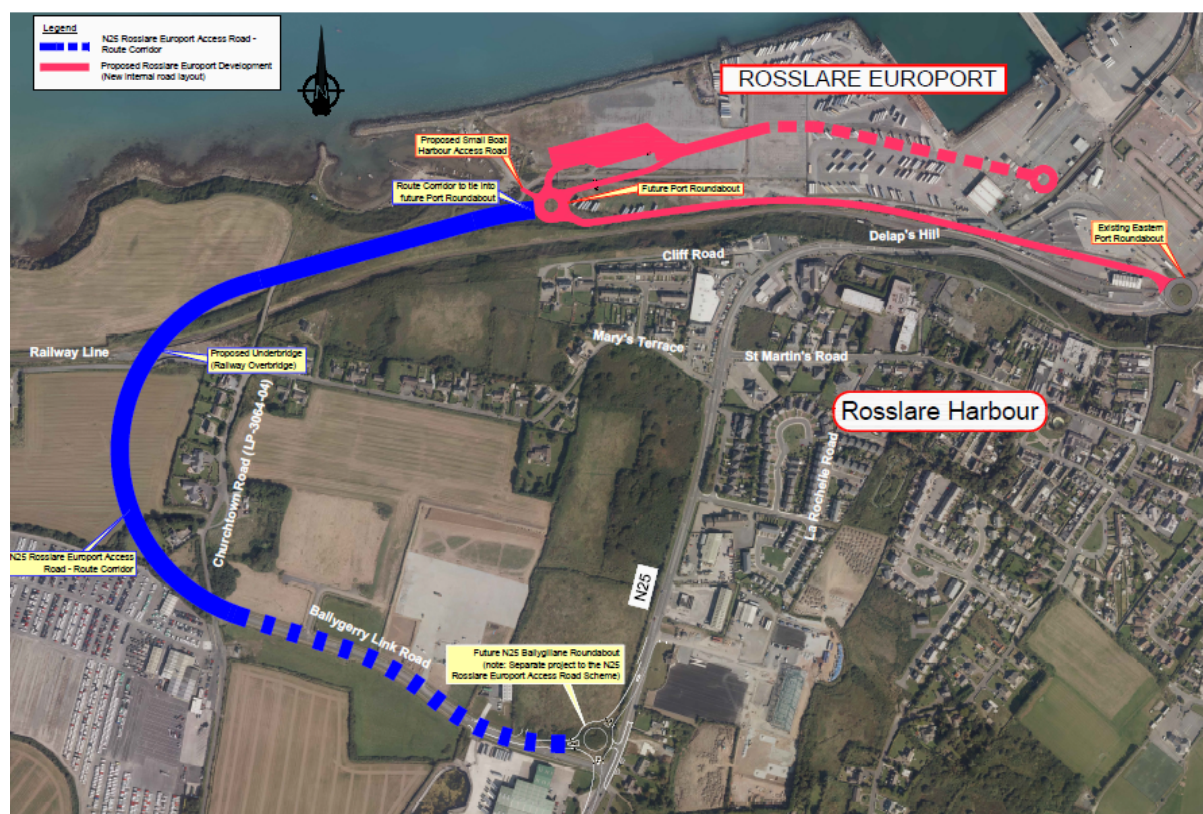
Option C (“Do-Something” Development Option) consists of a combination of existing road infrastructure along with a new road corridor to provide a new access route to the Rosslare Europort. This option utilises the existing Ballygerry Link Road and begins at its junction with the existing N25 National Road, where the proposed N25 Ballygillane Roundabout is again included. A new section of road then extends from the existing junction of the Ballygerry Link Road/Churchtown Road and loops to the north, crossing the existing railway track before continuing east to connect into Rosslare Europort, via a new roundabout proposed as part of the future development of the Rosslare Europort. We are consulting with Rosslare Europort to ensure that any scheme proposal that may develop from this option will be compatible with the Port’s own future infrastructural plans.

### **N25 Rosslare Europort Access Road**

The proposed access road to Rosslare Europort is also discussed in Section 8.7.11 in Chapter 8 Transportation Strategy in Volume 1 Written Statement. Following the completion of Phase 2 (Option Selection), the Council confirmed the preferred scheme option for the route. The chosen option is the construction of a new offline access road to the port and is shown in Figure RHK-4.

The Preferred Scheme Option will now proceed to the next phase of the project, which is Design and Environmental Evaluation, during which it will be further developed to refine the design of the road alignment, junctions, accesses and structures. The environmental evaluation of the scheme will be progressed in tandem with design development, with both elements of the process influencing each other.

**Figure RHK – 4 Preferred Scheme Option for the N25 Rosslare Europort Access Road**



#### CE RHK.10

Amend Objective RHK21 on page 88 as follows:

To improve pedestrian and cycle facilities in general and particular in the plan area by facilitating the footpath and cycle ways identified on Map 4 Objectives, improve 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 the school with cycle parking facilities and encourage the school to provide cycle training to all pupils.

#### CE RHK.11

Amend Objective RHK23 on page 88-89 as follows:

To require accessible footpaths to be delivered at the following locations (see Map 4 Objectives):

- (a) From the school in Kilrane, along Ballygillane Lane to Cawdor Street
- (b) From Kilrane north to Ballygerry and St. Mary's Estate.



- (c) From Kilrane south to the cemetery.
- (d) From Kilrane east to Kilrane Business Park.
- (e) From Kilrane to Rosslare Harbour along the N25.

#### **CE RHK.12**

Amend Objective RHK25 on page 89 as follows:

To enhance the country route to the south of ~~the~~ Kilrane and to the east of Kilrane to St. Helen's as green routes by retaining established landscape features and adding new pedestrian and cycling facilities. Where the removal of existing landscape features is required to provide pedestrian and/or cycling facilities, new planting must be provided along the reinstated boundary.

#### **CE RHK.13**

Amend Objective RHK27 on page 89 as follows:

To require new Link routes to be delivered at the following locations (see Map 4 and conceptually on Figure RHK-2):

- (a) Between Ros Mór/La Rochelle and Portside
- (b) From St Brendan's Estate to the L-3059 through the Tier 1, and through the Tier 1 land and Tier 2 residential lands to the roundabout at Ballyknockan.
- (c) Between Ballygillane Big and the N25.
- ~~(d) From Kilrane north to Ballygerry and east to St. Mary's Estate.~~

These link routes shall be designed in accordance with DMURS and the road category profiles set out in Volume 1 Chapter 5 Towns and Villages and Chapter 8 Transportation and Volume 2 Development Management Manual.

#### **CE RHK.14**

Amend Objective RHK28 on page 90 as follows:

To require a new local route to be delivered as part of the development of the ~~Tier 2~~ Plot B residential lands and open space lands to the west of Barr na Haille Housing Estate.

## CE RHK.15

Amend the first paragraph on page 93 relating to the Europort as follows:

The RSES also highlights the need for continued development and improvement of ports by the relevant responsible commercial State-Owned Enterprises consistent with the sectoral policies defined through the National Ports Policy. It also highlights the need for continued support for Rosslare Europort (including the port's Strategic Plan) and the need for a strategic review of Rosslare Europort. ~~A Strategic Development Plan is currently being prepared by Irish Rail and proposals include building a longer berth for much bigger ships and more than doubling the number of spaces (to 800) for unaccompanied trailers once the existing customs checkpoints are moved.~~

Iarnród Éireann, as the Port Authority for Rosslare Europort, has recently secured planning permission for a major transformation of Rosslare Europort, as part of its Port Masterplan. The Masterplan will see significant investment in the infrastructure of the port and allow for expansion in the current key areas of RORO freight and passenger transport.

The Masterplan will also be providing the infrastructure necessary to facilitate the impending border inspection requirements while also creating increased capacity to capitalise on new business opportunities becoming available to the port. The Masterplan, together with initiatives under the strategic plan for the port, will see over €30 million invested by Iarnród Éireann in Rosslare Europort over a five-year period. It will ensure that Rosslare Europort will be equipped with the capacity, facilities and technology to facilitate major growth for the benefit of the region and the wider national economy. The major changes at Rosslare Europort will be:

- New configuration of the port aligned to maximise future growth of the port and support regional and national development.
- Significant new facilities and infrastructure to develop Rosslare Europort to its full potential as Ireland's gateway port to both the United Kingdom and Continental Europe.
- Design and develop a Sustainable, Seamless and Smart Pot that will be best in class internationally.

#### **CE RHK.16**

Amend the first paragraph on page 95 as follows:

~~The proposed Greenway from Rosslare Europort to Waterford will also attract a lot of visitors and stimulate economic activity. The section of the Greenway from Rosslare Harbour to Rosslare will travel mostly adjacent to the Dublin to Rosslare Europort railway line for approximately 6.2km . Greenways are discussed further in Chapter 7 Tourism and Chapter 14 Recreation and Open Space in Volume 1 Written Statement.~~

The Council have been planning the development of a greenway on the rail line from Rosslare Harbour to Waterford City. However, the Government recently announced that the Wexford-Waterford rail link will be included in the upcoming all-island Strategic Rail Review and the Council has suspended the development project pending the outcome of this review. The optimal solution, which would achieve the aims of sustainable travel and tourism/economic development and amenity and health would be for a development which would allow for the development of the greenway alongside the existing track. Notwithstanding the Council would support such an approach subject to funding being made available by central government. In the interim the Council will support the development of a greenway from Rosslare Harbour to Rosslare Strand if this can be done in a manner which does not prejudice the operation or reopening of the lines.

#### **CE RHK.17**

Amend Objective RHK 53, page 98 as follows

To facilitate the development of tourism-related developments including overnight tourist accommodation on appropriately zoned land in the settlement area subject to the proper planning and sustainable development of the plan area.

#### **CE RHK.18**

Amend Objective RHK55 on page 99 as follows:

~~To provide for the section of the Rosslare Harbour to Waterford Greenway within the settlement plan area and ensure that the Greenway does not conflict with the operation of the Rosslare Europort– Dublin railway and subject to compliance with the Habitats Directive and normal planning and environmental criteria.~~

To support the development of a greenway from Rosslare Harbour to Rosslare Strand subject to the this being achieved in a manner which does not prejudice the operation of existing or reopening of unused lines and subject to compliance with the Habitats Directive.

#### **CE RHK.19**

Add new Objective on page 99 as follows:

To examine the feasibility of reopening the disused Rosslare Europort to Waterford Railway as a sustainable transport corridor which would accommodate a reopened passenger and freight line and a greenway for active travel and amenity use. The Council will seek appropriate funding to facilitate the development of this important corridor between Rosslare Europort and Belview and Waterford MASP.

#### **CE RHK.20**

Amend the second paragraph on page 93 in Section 2.4.11 Flood Risk Management as follows:

The Planning Authority will require the provision of suitably sized riparian buffer zones along the New Residential (~~Tier 2~~ Plot C) lands, the ~~Industrial~~ Industry zoned lands to the west of the N25, Light ~~Industrial~~ Industry lands, Port-related activities land and Community and Education Lands. The required buffer zones are shown as Open and Space Amenity on Map 3 Land Use Zoning and are subject to Objective RHK XX.

#### **CE RHK.21**

Include a new objective in Section 2.4.11 Flood Risk Management on page 103 as follows:

To ensure riparian buffer zones are provided on the lands zoned Open Space and Amenity along watercourses in the plan area, and to require, where deemed necessary, that additional lands be set aside for riparian buffer zones. The width of the required riparian zones will be dependent on the width and characteristics of the watercourse and the nature of the site and will be determined having regard to the requirements of the 'Planning for Watercourses in the Urban Environment (Inlands Fisheries Ireland) and any updated version of these guidelines.

## **CE RHK.22**

Replace Figure RHK -5 Flood Zones Overlaid on Land Use Zoning Map in Section 2.4.11 Flood Risk Management on page 103 with a new version to reflect the proposed amendments to Map 3 Land Use Zoning. See amended Figure RHK-5 at the end of this section

## **CE RHK.23**

Include a new Section 2.4.13 SEVESO Sites on page 104 as follows:

As outlined in Chapter 10 Environment Management in Volume 1 Written Statement there is one SEVESO site within the Settlement Plan area. Roche's Freight Warehousing is designed as an Upper Tier SEVESO site. The Planning Authority must consult the Health and Safety Authority's regarding any planning applications received within a specified distance of this site (and any other future SEVESO sites that may be designated within the plan boundary). The planning consultation boundary for this site is identified on Map 4 Objectives. The Council will control development in the plan area in accordance with Objectives COMAH01 and COMAH02 in Chapter 10 and the requirements of the Health and Safety Authority.

## **CE RHK.24**

Amend Map 3 Land Use Zoning as follows:

- (a) Delete the references to Tier 1, Tier 2 and Tier 3 in the legend.
- (b) Identify each plot of New Residential zoned lands by their Parcel I.D and allocated phase in accordance with Table RHK- 1 Future Residential Development and Delivery Approach.
- (c) Identify the phase of the 'New Residential' zoned lands by different colours, i.e. Phase 1 is Orange and Phase 2 is Light Yellow.
- (d) Zone Plot F in Kilrane as New Residential and identify as Phase 1 lands.
- (e) Change the zoning of 0.3ha of Open Space and Amenity on Plot B to New Residential and identify this land as Phase 1.
- (f) Include the lands occupied by Cúl na Gréine Housing Estate located on the Kilrane – St. Helen's country road within the Settlement Plan boundary and zone these lands as 'Existing Residential and Infill'.

- (g) Change the zoning of a portion of the New Residential Plot C lands, Light Industry lands, Industry Lands, Port-related activities land and Community and Education to Open Space and Amenity (to protect the riparian zone).
- (h) Increase the Open Space and Amenity zoning at Kilrane Business Park.

#### **CE RH.25**

Amend Map 4 Objectives to:

- (a) Identify a new Local Road through the Plot F lands in Kilrane.
- (b) Include the SEVESO planning referral boundary around the Roche's Freight Site which is designated as a Upper Tier SEVESO site.

#### **CE RHK. 26**

Amend the Land Use Zoning Matrix as follows:

- (a) In the Light Industry (LI) column change Waste Management Facilities from  $\Theta^{\pm}$  to N.
- (b) In the Neighbourhood Centre (NC) column change Retail Comparison from  $\mathbf{P}$  to O<sup>4</sup>.
- (c) In the Neighbourhood Centre (NC) column change Retail Warehousing Bulky Goods from  $\mathbf{P}$  to N.
- (d) In the Village Centre (VC) column change Retail Comparison from  $\Theta$  to P<sup>4</sup>.

#### **CE RHK.27**

Replace the Infrastructural Assessment Report in its entirety as follows:

### **2.6 Rosslare Harbour Infrastructure Assessment Report<sup>3</sup>**

#### **2.6.1 Introduction**

This Infrastructural Assessment Report (IAR) has been prepared to inform and accompany the residential land use zoning proposals for Rosslare Harbour and Kilrane in the Draft County Wexford Development Plan 2021-2027.

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<sup>3</sup> Note, the map numbering in this report continues the map numbering in the Settlement Plan. Accordingly, the first map number in the IAR will read as Map 5 and will continue from there.

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. 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 NPR 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 in 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 and the inclusion of the provision of the services in the relevant delivery agency infrastructural investment programme (e.g. Irish Water or Wexford County Council).

These 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 yet been issued at the time of writing this IAR.

### **2.6.2 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, the Council considers that the following minimum standards for infrastructure services should be met to achieve Tier 1 status:

#### **Roads Access**

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 the setting back of 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 a footpath could be provided across the width of the land frontage. 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 serving the established settlement. The cost of providing street lighting is approximately €30/metre in addition to the footpath costs above.

### **Wastewater**

It should be possible to connect the site to the existing foul drainage network directly from the site 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 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 the Council's best understanding of the current situation.

### **Water Supply**

It should be possible to connect the site to the existing water supply network directly from the site 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 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 connect the site to the existing surface water network at the frontage(s). If additional infrastructure is required off the 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, but such works have in the past been funded by the developer of the land benefiting from the upgrade.

### **2.6.3 Existing Infrastructural Services in Rosslare Harbour and Kilrane**

#### **Roads, Pavements and 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 Rosslare Harbour and Kilrane would not meet these current standards. Improvements to existing infrastructure are identified as objectives in the Settlement Plan but for the purposes of this IAR 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.

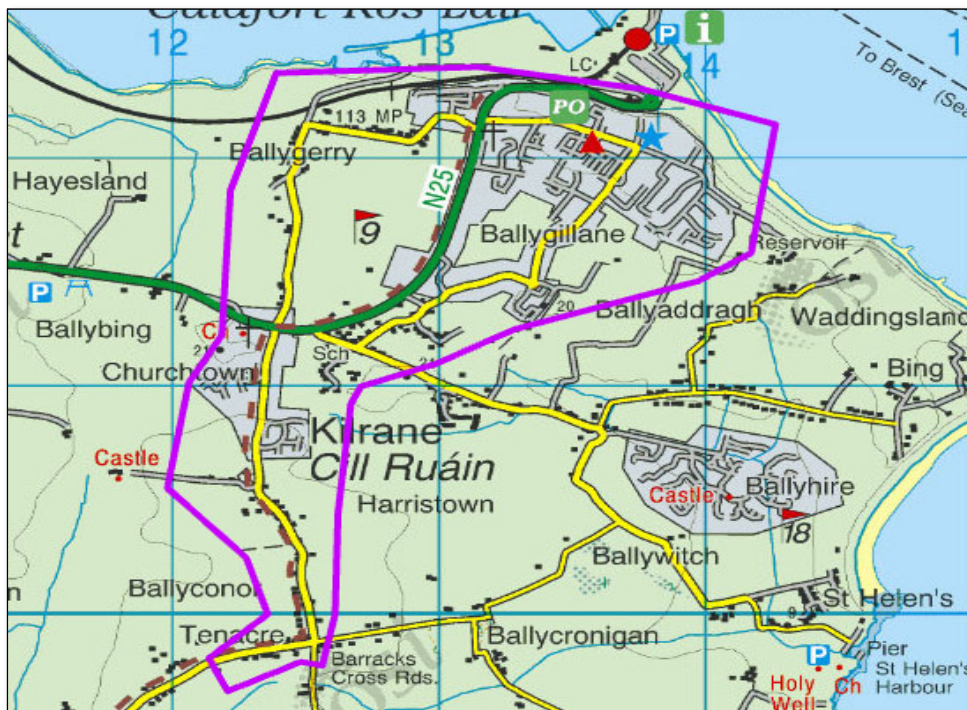
#### **Rosslare Harbour Water Supply Scheme**

The entirety of the settlement and land beyond is served by the Fardystown Regional Water Supply Scheme centred at Mayglass. Water is distributed in the settlement via the existing water tower located near St Brendan's housing estate. The system is considered to have ample capacity.

#### **Rosslare Harbour Waste Water Treatment**

The Rosslare Harbour WWTP is located at Ballygerry. It has a capacity of 9,383 with a current loading of 2,483 p.e., giving headroom of 6,885 p.e. Map 5 gives an approximate indication of the areas served by the existing waste water network.

**Map 5: Approximate Area Served by the Rosslare Harbour Waste Water Network**



**Source:** Wexford County Council

### **Surface Water**

The surface water network around Rosslare Harbour is comprised of Council managed pipes and discharges and more informal site specific arrangements.

#### **2.6.4 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 development or village centre use. (See Map 6). This also includes lands zoned for village 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 pattern. 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 giving definitive site ownership boundaries.

**Map 6: Sites Considered in this Infrastructural Assessment Report**



**Map 7: Site No.1**



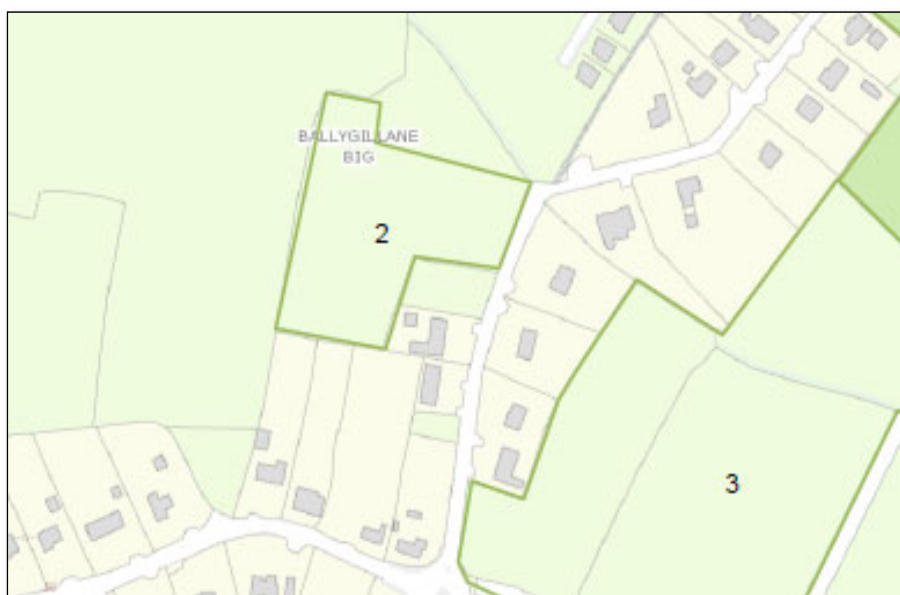
These lands are located at the village centre extending from the N25 to the former meteorological research station on the L3066, with, on its northern side, a frontage also to a cliff top walk overlooking the port. These lands have a variety of current uses including residential, retail and petrol filling station. There are a number of significant vacant sites and buildings formerly occupied by hotels. The lands would be suitable for regeneration for a variety of village centre uses including residential.

There is currently footpath and street lighting provision on most of the L3066 frontage and on the cliff top walk. Where gaps in footpath provision exist, e.g. to the frontage of the former Great Southern hotel, this could be provided as part a redevelopment of the site. The L3066 is of suitable width and although the road surface is currently in a moderate condition only in parts, it is not considered to be in such poor condition to prevent further development on the lands.

The site could be served by existing water, wastewater and surface water arrangements on the L3066 with site/development specific upgrades as necessary.

The site is considered to have Tier 1 status.

### Map 8: Site No. 2



Located at Ballygillane Big, with a frontage to the L7120 Ballygillane Lane, this land is currently undeveloped and is bounded by existing residential development to the north, east and south. To the west, the site is bounded by lands with port-related and community and education uses.

There is currently no footpath provision on Ballygillane Lane to the north or south of the frontage. The lack of footpath extends approximately 950m to Kilrane Village to the south, and approximately 325m north to an existing footpath. There is an objective in the Settlement Plan to improve footpath provision on Ballygillane Lane, and the cost of providing a footpath to Kilrane to the south would be approximately €95,000. To the north the provision of a connecting footpath would cost approximately €32,000. It is noted that Ballygillane Lane narrows significantly to the south of the site with limited room for a 1.5-2m wide footpath and 5.5m wide road carriageway.

Whilst the site is located on a bend, the frontage will be able to accommodate a safe vehicular access.



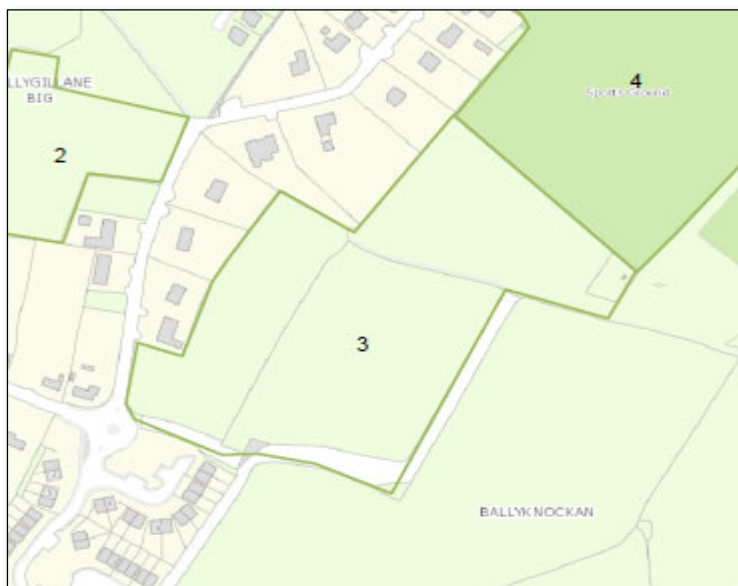
Street lighting to the south of the site is very limited and the cost of providing street lighting could be approximately €27,750 in addition to footpath costs. To the north of the site frontage existing street lighting is limited but better.

The site could be served by existing water, wastewater and surface water arrangements on the L7120 with site/development specific upgrades as necessary. Connection of a development to the wastewater network could potentially require upgrades to the Ballygillane Big pumping station. The cost of such upgrades would be dependent on the scale of development being undertaken.

The site could potentially be serviced via the existing Portside development and by a new link between the N25 and L7120 but this would require the consent of and/or, works undertaken by, others.

The site is considered to have Tier 2 status.

**Map 9: Site No.3**



The lands, which is undeveloped, has backland type characteristics behind detached residential properties with a 50m frontage to the L7120 Ballygillane Lane. The eastern side of the site is undeveloped, the northern side adjoins Site No. 4 discussed below.

There is currently no footpath provision on Ballygillane Lane to the north or south of the frontage. To the south, the lack of footpath extends approximately 760m to Kilrane Village, to the south approximately 480m to an existing footpath. There is an objective to improve footpath provision on Ballygillane Lane in the Rosslare Harbour and Kilrane Settlement Plan, and the cost of providing a footpath to Kilrane to the south would be approximately €76,000. To the north the provision of a connecting footpath would cost approximately €48,000. It is noted that Ballygillane Lane narrows significantly to the south of the site with limited room for a 1.5-2m wide footpath and 5.5m wide road carriageway.

Street lighting is very limited to the north and south and the cost of providing street lighting could be approximately €30/metre in addition to footpath costs.

There is space for a vehicular access to be safely provided to the site from the L7120

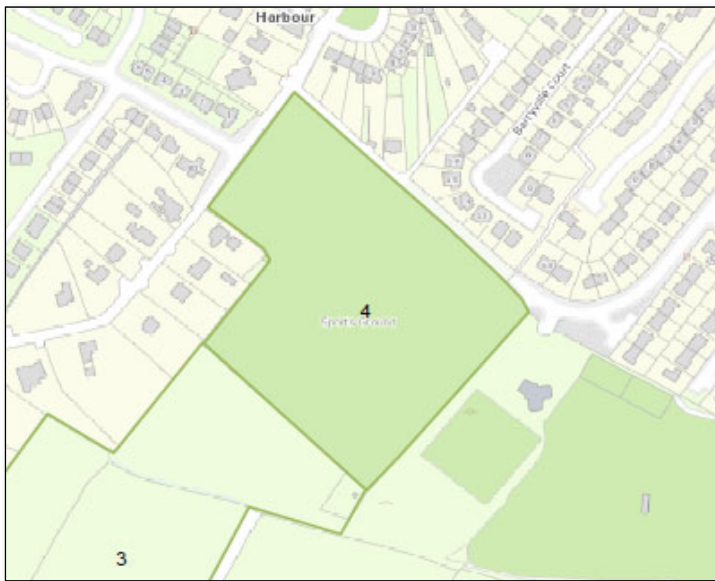
The site could be served by existing water, wastewater and surface water arrangements on the L7120 with site/development specific upgrades as necessary. Connection of a development to the wastewater network could potentially require upgrades to the Ballygillane Big and/or the St Brendan's pumping stations. The cost of such upgrades would be dependent on the scale of development being undertaken.

The site could also potentially be accessed and serviced via a future development of the lands adjoining to the north (Site No. 4).

The site is considered to have Tier 2 status.



#### Map 10: Site No.4



This is undeveloped land with a frontage to the L7120 Ballygillane Lane. The site is currently undeveloped with a former use as a GAA grounds. To the north and west is residential development, to the south is Site 5 as discussed below, to the southeast the grounds of the Rosslare Rangers AFC.

There is an existing footpath extending to the northern edge of the frontage on the L7120 and whilst it is of moderate to poor standard of construction currently, the footpath does ultimately connect without significant gaps to the village centre. There is space to provide an extension to the footpath network across the frontage of the site. There is reasonable existing street lighting provision to the L7120 to the north of the site.

The site frontage is capable of accommodating a safe vehicular access. The majority of the site would be able connect to the existing water supply and wastewater pipes on the L7120 subject to site/development specific works as necessary. A smaller part of the site, at its south-eastern edge, may need to connect to the public sewers via the St Brendan's pumping station which may require upgrades.

Surface water can be managed using existing pipes with site/development specific works as necessary.

The site is considered to have Tier 1 status.

**Map 11: Site No.5**



Located southeast of the St Brendan's estate, the site is also adjoined by the Wexford County Council water facility to the north and by the community sports grounds to the west.

The site does not currently have direct road and footpath access to the settlement's network. However, the lands can be accessed in tandem with the development of Site No. 6.

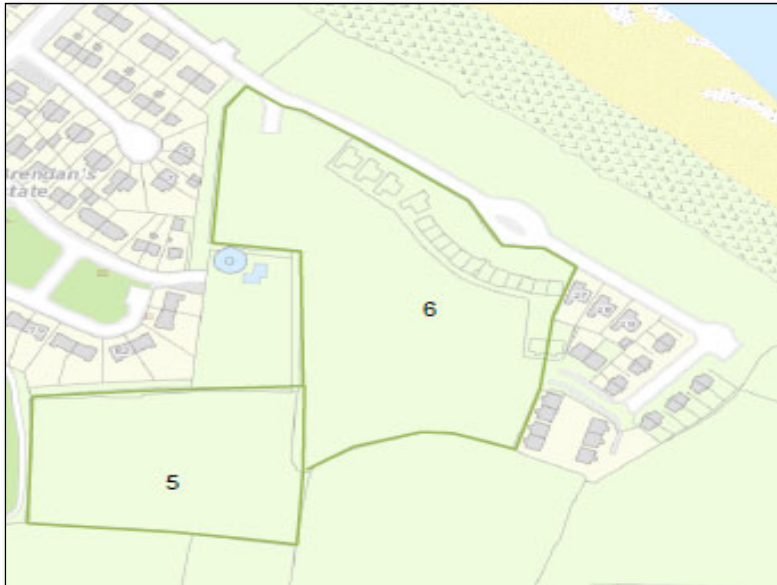
Wastewater would need to flow via the existing Barr na hAille and/or St Brendan's pumping stations which may require significant upgrades to cater for demand from the site and also Site No. 6 as discussed below.

Water supply could be achieved via the adjoining water services site.

New surface water pipes to the site may need to be provided.

The site is considered to have Tier 2 status.

**Map 12: Site No. 6**



This site is comprised of undeveloped land adjoining St Brendan's Estate and Barr na hAille Housing Development. Frontage is onto a relatively new road L30671. Land to the south is undeveloped.

It will be possible to form safe access to the site directly from the L30671.

Wastewater would need to flow via the existing Barr na hAille and/or St Brendan's pumping stations which are likely to significant upgrades to cater for demand from the site.

It should be possible to connect to the existing water supply arrangements serving Barr na hAille.

Surface water could be managed via existing pipes, with site/development specific upgrades as necessary.

The site is considered to have Tier 2 status.

### Map 13: Site No. 7



The site is comprised of a partially constructed dwelling and adjoining undeveloped land with a frontage to the L7102 which has a 50kmh speed limit at this point.

It will be possible to form a safe access to the site from the R7102.

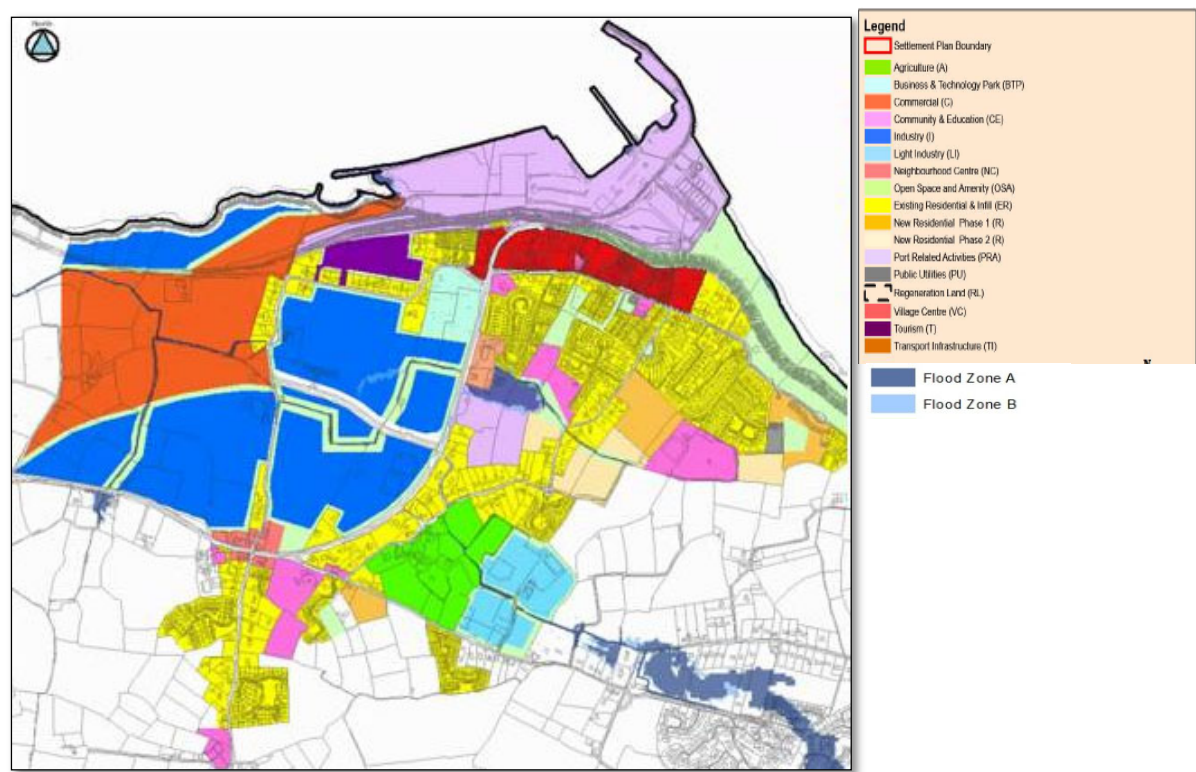
A footpath has recently been constructed on the L7102 extending from Kilrane village centre to the Cúl na Gréine estate approximately 150m to the east, although as of yet there is no street lighting. The existing street lighting to Kilrane village centre stops approximately 60m from the site. The cost of extending lighting to the street frontage would be approximately €1,800.

It should be possible to connect to existing water pipes serving the Cúl na Gréine estate but connection to sewers will likely require works off site as the Ballygillane Small pumping station is currently overloaded and Ballygeary pumping station may be to be upgraded.

Surface water could be managed via existing pipes, with site/development specific upgrades as necessary.

The site is considered to have Tier 2 status.

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





Legend

Rosslare

Agriculture (A)

Business & Technology Park (B&TP)

Commercial (C)

Community & Education (CE)

Industry (I)

Light Industry (LI)

Neighbourhood Centre (NC)

Open Space and Amenity (OSA)

Existing Residential & Infill (ER)

New Residential Tier 1 (R)

New Residential Tier 2 (R)

New Residential Tier 3 (R)

Port Related Activities (PRA)

Public Utilities (PU)

Regeneration Land (RL)

Village Centre (VC)

Tourism (T)

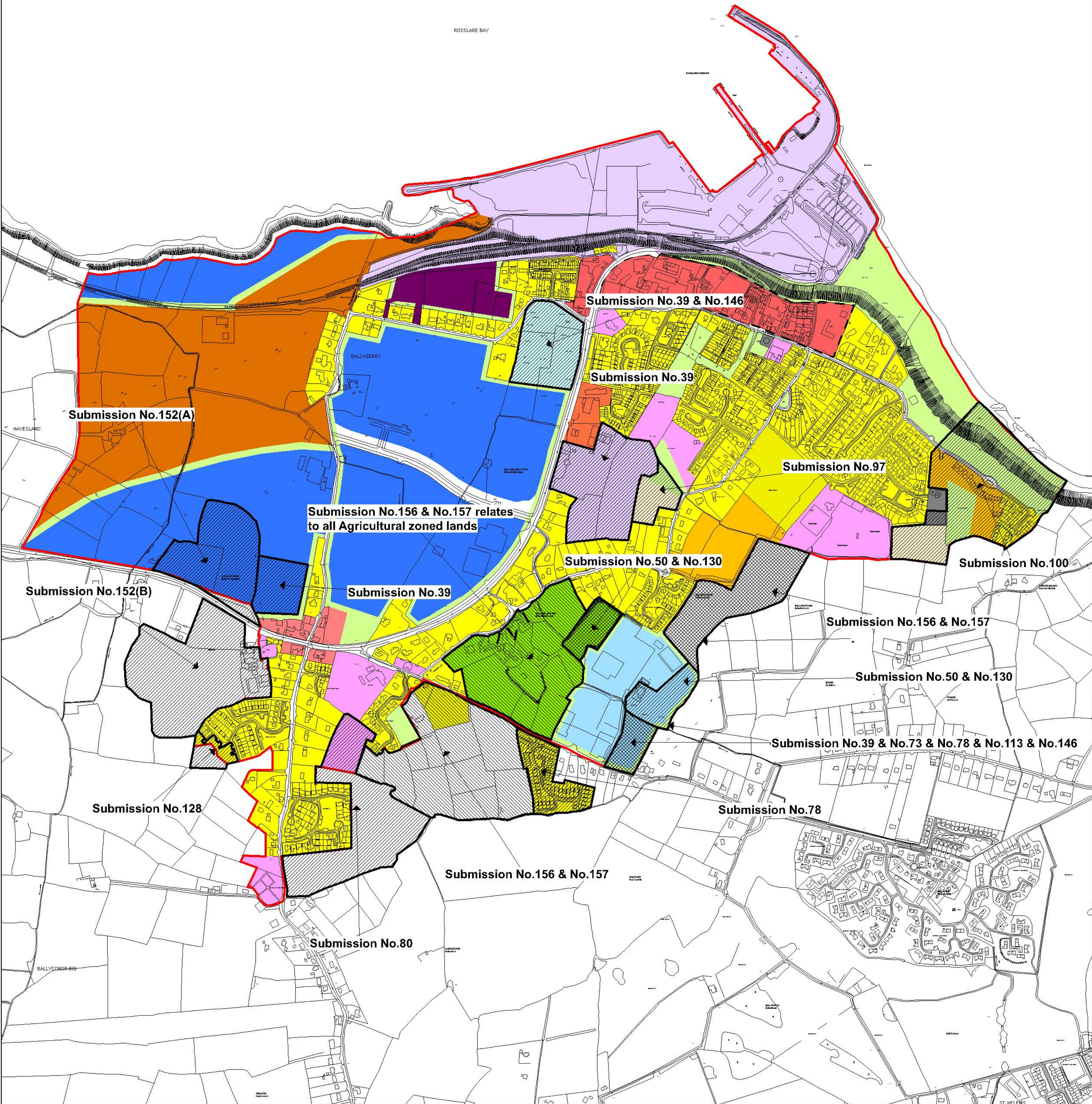
Transport Infrastructure (TI)

N

W

E

S



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

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Title: Submissions on Land Use Zoning

Drawn by: NK

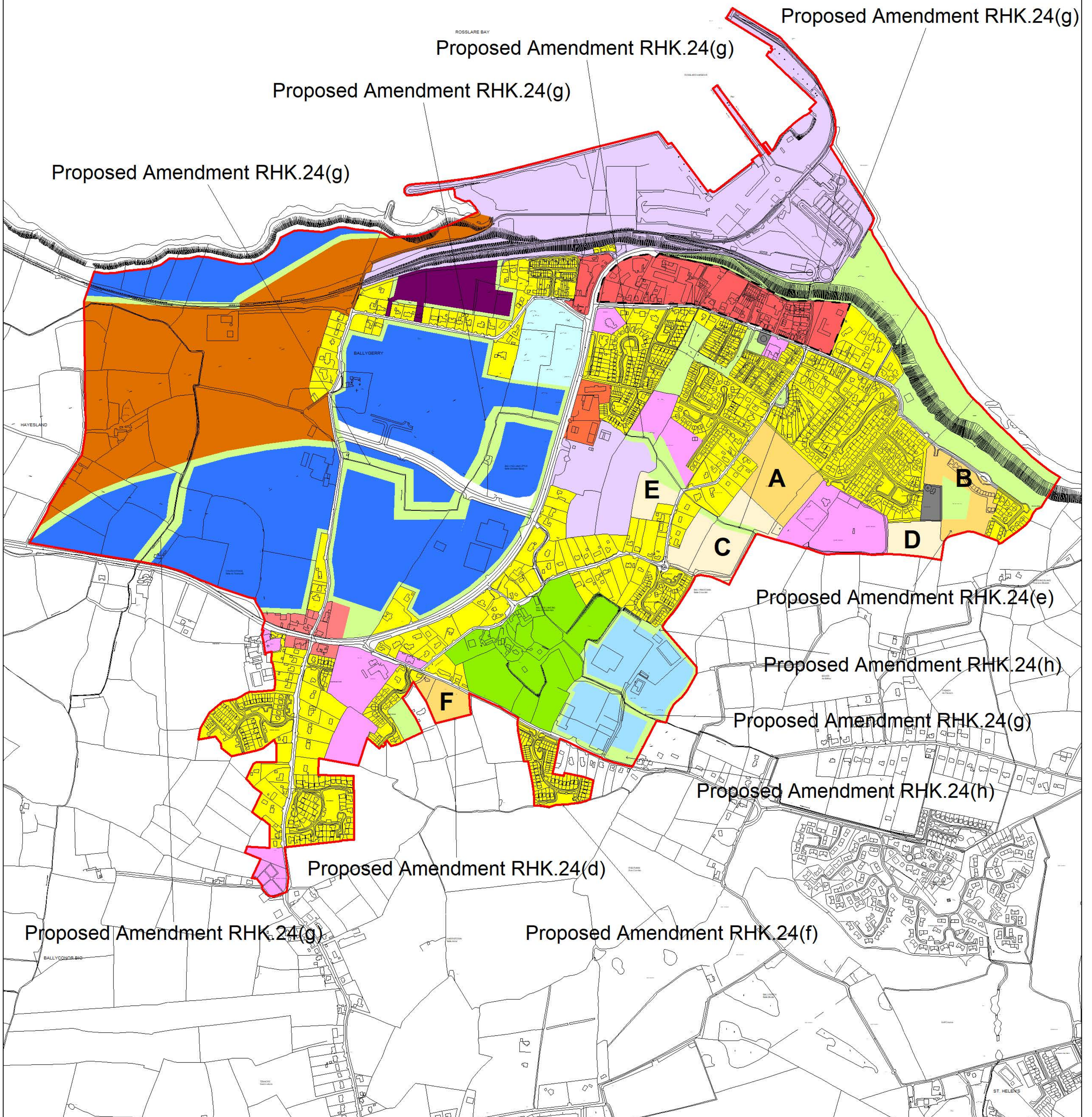
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Date: 19.02.2021

Map No: RHK (A)



- Legend**
- Settlement Plan Boundary
  - Agriculture (A)
  - Business & Technology Park (BTP)
  - Commercial (C)
  - Community & Education (CE)
  - Industry (I)
  - Light Industry (LI)
  - Neighbourhood Centre (NC)
  - Open Space and Amenity (OSA)
  - Existing Residential & Infill (ER)
  - New Residential Phase 1 (R)
  - New Residential Phase 2 (R)
  - Port Related Activities (PRA)
  - Public Utilities (PU)
  - Regeneration Land (RL)
  - Village Centre (VC)
  - Tourism (T)
  - Transport Infrastructure (TI)



**Chief Executive's Report  
Proposed Amendments to  
Rosslare Harbour & Kilrane 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: 3



**Proposed Amendment RHK.25(b)**

**Legend**

- Plan Boundary
- Possible Option for the Rosslare Europort Access Road
- Potential Link Routes
- Proposed Footpaths
- Proposed Cycle Lane / Footpath
- Potential Local Route
- To maintain and develop The Cliff Walk
- SEVESO Consultation Boundary

**Proposed Amendment RHK.25(a)**



<b>Title: Proposed Amendments to Objectives</b>	
Drawn by: NK	Checked by: PD
Date: 21.04.2021	Map No: 4