



# **Manager's Report on the Submissions and Observations received on the Proposed Amendments to the Draft Wexford County Development Plan 2013-2019**

Report to the Members of Wexford County Council prepared in  
accordance with Section 12(8) of the Planning and Development Act  
2000 (as amended)





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# Section 1 Introduction

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## 1.1 Introduction

Wexford County Council made the Draft Wexford County Development Plan 2013-2019 on the 25<sup>th</sup> May 2012. The Draft Plan was placed on public display from Monday 11<sup>th</sup> June 2012 until Monday 20<sup>th</sup> August 2012. The Manager prepared a report on the submissions and observations received on the Draft Plan. Having considered the report, the Members decided at a special meeting held on the 12<sup>th</sup> November 2012 to make proposed amendments to the Draft Plan. The proposed amendments were placed on public display from Wednesday 28<sup>th</sup> November 2012 to Friday 11<sup>th</sup> January 2013 during which time submissions and observations in relation to the proposed amendments only were invited from the public and other interested parties.

This report has been prepared in accordance with the requirements of Section 12(8) of the Planning and Development Act 2000 (as amended). It provides a summary of the issues raised in submissions and observations received on the proposed amendments and outlines the Manager's response to, and recommendations on, the issues raised therein. It should be read in conjunction with the document entitled 'Proposed Amendments to the Draft Wexford County Development Plan 2013-2019'.

The report is submitted to the Members of Wexford County Council for their consideration as part of the process of preparing the Wexford County Development Plan 2013-2019. In accordance with Section 12(8) of the Act, the report

- (i) Lists the persons or bodies who made submissions or observations on the proposed amendments;
- (ii) Summarises the issues raised by the persons or bodies in the submissions and observations; and
- (iii) Gives the response of the Manager to the issues raised, taking account of the directions of the Members of the authority, the proper planning and sustainable development of the area, the statutory obligations of the local authority in the area and any relevant policies or objectives for the time being of the Government or of any Minister of the Government.

## 1.2 Format of the report

The report is presented in four sections:

- Section 1 provides an overview of the current stage of the plan preparation process, the public consultation undertaken on the proposed amendments, details of the submissions and observations received and the legislative framework for consideration of the report by the Members.
- Section 2 provides a summary of the issues raised in the submissions and observations and sets out the Manager's response to, and recommendations on, the issues raised therein.
- Section 3 outlines the Manager's recommendations to make minor modifications to proposed amendments in Volume 3 Landscape Character Assessment and Volume 4 Retail Strategy.
- Section 4 provides an overview of the next stage of the plan preparation process which is making the Plan without or without the proposed amendments.

## Section 1.3 Current Stage of the Plan preparation process

This report forms Stage 12 of the plan preparation process and follows the public display of and consultation on the proposed amendments to the Draft Plan. This stage is highlighted in yellow in Table 1.

**Table 1: Stages in the plan preparation process**

Week	Stage
1-8	Initial public consultation and display of 'Issues Papers'
8-16	The Manager prepares a report for the Members on the submissions received during the consultation stage and recommends policies to be included in the new Plan. The report is submitted to the Members for their consideration.
16-26	The Members have 10 weeks to consider the Manager's Report. During this period the Members may issue directions to the Manager with regard to policies to be included in the new Plan.
23-38	The Manager prepares the pre-draft Development Plan and submits it to the Members.

38-46	The Members consider the pre-draft Development Plan and make the Draft Plan which will be placed on public display.
46-48	The Draft Development Plan is prepared for public consultation.
48-58	The Draft Development Plan is placed on public display for a minimum period of 10 weeks during which time the public and other interested bodies may make written submissions/observations on the Draft Plan.
58-70	The Manager prepares a report on the submissions/observations received during the public consultation stage. This report will summarise the issues raised and outline the Manager's Response to, and recommendations on, the issues.
70-82	The Members consider the Manager's Report and may decide to amend or make the Plan***
82-85	If the Members propose to amend the Draft Plan, the amendments are prepared for public display.
85-89	The proposed amendments are placed on public display for a minimum of 4 weeks during which time the public and other interested bodies may make written submissions/observations on the proposed amendments <b><u>only</u></b> .
89-93	The Manager prepares a report on the submissions and observations received on the proposed amendments. This report will summarise the issues raised and outline the Manager's response to and recommendations on the issues.
93-99	The Members consider the Manager's Report and make the Plan with or without the proposed amendments.
***There is provision for the Manager to order an additional period to carry out an Appropriate Assessment and/or Strategic Environmental Assessment of material amendments to the Draft Plan.	

## 1.3 Public consultations on the Proposed Amendments

### 1.3.1 Public Display

The proposed amendments were placed on public display from Wednesday 28<sup>th</sup> November 2012 to Friday 11<sup>th</sup> January 2013. Notice of the publication of the proposed amendments was given in the local newspapers and on [www.wexfordcoco.ie](http://www.wexfordcoco.ie)

The proposed amendments were available to view online at [www.wexfordcoco.ie](http://www.wexfordcoco.ie) and at the following locations:

- Planning Department, County Hall, Carricklawn, Wexford
- Wexford Borough Council, Spawell Road, Wexford
- Enniscorthy Area Office, Old Dublin Road, Enniscorthy
- Enniscorthy Town Council, Market Square, Enniscorthy
- New Ross Town Council, The Tholsel, New Ross
- Gorey Civic Offices
- All Public Libraries.

The documents were available to download free of charge from the Council's website or to purchase in either hard copy or electronic copy.

#### **1.3.2 Prescribed Authorities, Infrastructure Providers and Stakeholders**

The proposed amendments were sent to the relevant prescribed authorities and to infrastructure providers and stakeholders who play a role in the delivery of key infrastructure and facilities in the county. Appendix B lists those consulted.

### **1.4 Submissions and Observations received**

The planning authority received 12 submissions and observations within the statutory consultation period and one outside this period. Table 2 lists the persons and bodies who made submissions or observations and the main issue(s) raised therein.



**Table 2 Lists of persons and bodies who made submissions and observations**

<b>Submission No.</b>	<b>Name of person/body</b>	<b>Issues</b>
<b>01</b>	South East Regional Authority	Compliance with SEA/AA and relevant EU Directives and national legislation and Core Strategy
<b>02</b>	South Tipperary County Council	No comments
<b>03</b>	Keep Ireland Open	Various
<b>04</b>	Dublin Airport Authority	No comments
<b>05</b>	National Roads Authority	National roads
<b>06</b>	Mervyn Jones	Record of Protected Structures
<b>07</b>	Geological Survey of Ireland	Reference to County Geological Sites
<b>08</b>	RGDATA	Retail
<b>09</b>	Environmental Protection Agency	Various
<b>10</b>	Dept Environment, Community and Local Government	Compliance with relevant SEA and AA, national roads and telecommunications
<b>11</b>	GVA on behalf of Tesco Ireland	Retail
<b>12</b>	Irish Wind Energy Association	Wind Energy
<b>13</b>	Department of Arts, Heritage and the Gaeltacht	Cycling trails on Forth Mountain

#### **1.4 Consideration of the Manager's Report by the Members.**

The Members shall consider the proposed amendments and the Manager's Report and the consideration shall be completed not later than 6 weeks after the submission of the Manager's Report to the Members.

In accordance with Section 12(10) of the Planning and Development Act 2000 (as amended), the Members shall, by resolution, having considered the Manager's

Report, make the development plan, with or without the proposed amendment, that would, if made, be a material alteration.

Where the Members decide to accept the amendment they may do so subject to any modifications to the amendments as they consider appropriate, which may include the making of a further modification to the alteration. A further modification to the alterations:

- (i) May be made where it is minor in nature and therefore not likely to have significant effects on the environment or adversely affect the integrity of a European site,
- (ii) Shall not be made where it relates to-
  - I. An increase in the area of land zoned for any purpose, or
  - II. An addition to or deletion from the Record of Protected Structures.

In making the development plan, the Members shall be restricted to considering the proper planning and sustainable development of the area to which the development plan relates, the statutory obligations of the local authority and any relevant policies or objectives for the time being of the Government or any Minister of the Government.

## Section 2 Submissions and Observations received on the Proposed Amendments

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This section summarises the issues raised in the submissions and observations received and gives the Manager's response to and recommendations on the issues. The submissions and observations are summarised in bullet points, and the Manager's response is set out in a corresponding bullet point. The summaries and responses have been limited to matters relevant to the proposed amendments only. Having considered the issues raised, the Manager recommends minor modifications to some of the proposed amendments to the Draft Plan. Where it is recommended to include additional text, this text will be indicated in **red, bold and underlined**. Where it is proposed to delete text, it will be shown in ~~red strikethrough text~~.

**Note:** Text highlighted **in black, bold and underlined** or ~~in strikethrough text~~ represents the originally Proposed Amendment to an objective or text.

Submission No: 01 South East Regional Authority	
Summary of Submission	Manager's Response
<ul style="list-style-type: none"><li>The Authority welcomes the amended Draft Plan and acknowledges the amendments made to the Draft Plan on foot of the recommendations of the Authority. The Authority consider that the overall population targets proposed in the amended Core Strategy and the amended Plan are consistent as far as is practicable with the South East Regional</li></ul>	<ul style="list-style-type: none"><li>Comments are noted. In the interests of clarity, it is noted that the proposed amendments to the Core Strategy relate only to the insertion of additional objectives on Section 28 Guidelines and additional text regarding availability of services in some objectives. The population targets were not amended and are as originally proposed in the Draft Plan.</li></ul>

<p>Planning Guidelines.</p> <ul style="list-style-type: none"> <li>• The Authority advises that the planning authority, in consultation with the National Parks and Wildlife Section of the Department of Arts, Heritage and the Gaeltacht, should satisfy themselves that the amended Draft Plan is fully compliant with its obligations in regard to Appropriate Assessment and Strategic Environmental Assessment and all relevant EU Directives and the Water Framework Directives and all associated documents.</li> </ul>	<p>Every effort was made to ensure that the Draft Plan and the proposed amendments are consistent as far as practicable with the South-East Regional Planning Guidelines 2010 – 2022, and it is considered that the implementation of the Plan will fully support and assist the achievement of the vision, policies and objectives for the South-East Region as set out in the guidelines.</p> <ul style="list-style-type: none"> <li>• The Council is fully aware of, and is satisfied that, the Draft Plan is fully compliant with its obligations in regard to Appropriate Assessment and Strategic Environmental Assessment. The Plan has also been prepared having regard to relevant EU Directives, including the Water Framework Directive.</li> </ul>
<b>Manager's Recommendation</b>	
None required.	

<b>Submission No 02: South Tipperary County Council</b>	
<b>Summary of Submission</b>	<b>Manager's Response</b>
<ul style="list-style-type: none"> <li>The Authority has no comments to make at this time.</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> </ul>
<b>Manager's Recommendation</b>	
None required.	

<b>Submission No 03: Keep Ireland Open</b>	
<b>Summary of Submission</b>	<b>Manager's Response</b>
<ul style="list-style-type: none"> <li>The submission supports a number of the proposed amendments including: <ul style="list-style-type: none"> <li>Section 6.4.5 Objectives ED09, ED11 and ED12</li> <li>Section 6.4.8 Objective ED21</li> <li>Section 7.3 Table 16</li> <li>Section 7.4.1</li> <li>New objective in Chapter 13.</li> <li>Chapter 14</li> <li>Chapter 15</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>The Manager welcomes the support for the proposed amendments.</li> </ul>

<ul style="list-style-type: none"> <li>• However, it opposes the inclusion of ‘Shopping’ under the heading Recreation in Table 16 as it is not considered to be recreation in the true sense of the word. It is suggested that it may be more appropriate to include this activity under Section 6.4.11 Retail Development.</li> <li>• Opposed to the proposed amendment of the text of Section 18.16 on the basis it weakens environmental safeguards. It supports the proposed amendments to the 1<sup>st</sup> and 3<sup>rd</sup> points and the proposed insertion of a new section.</li> <li>• The submission supports the proposed amendment to Volume 3-Landscape Character Assessment.</li> </ul>	<ul style="list-style-type: none"> <li>• It is considered appropriate to include Shopping as a recreational activity. Many people come to Wexford for shopping and to visit the many specialist shops and boutiques throughout the County.</li> <li>• Section 18.16 sets out the development management standards for proposals relating to the Extractive Industry. The Manager refutes the suggestion that the amended wording will weaken environmental safeguards. The amended wording will serve to reinforce the level of environmental assessments and safeguards required.</li> <li>• Noted.</li> </ul>
<b>Manager’s Recommendation</b>	
None required.	

Submission No 04: Dublin Airport Authority	
Summary of Submission	Manager's Response
<ul style="list-style-type: none"> <li>The Authority has no comments to make at this time.</li> </ul>	<ul style="list-style-type: none"> <li>Comments noted.</li> </ul>
Manager's Recommendation	
None required.	





**Access onto national roads 'Exceptional Circumstances' and Objective T20**

- The NRA acknowledges the added clarity that the proposed amendments bring concerning restriction on access to national roads and the provision of the Guidelines.

**Objective T20**

**1: Exceptional circumstances for development where a speed limit of more than 60kph applies and the development is of national and regional strategic importance.**

- As previously outlined, the NRA maintains its position that the development exceptions are required to be identified in a plan-led manner in accordance with the Guidelines.

- Noted.

- The Manager notes the concerns of the NRA but considers that it is not possible to identify, in advance, potential developments of national or regional importance which may arise over the period of the plan. It is therefore considered necessary to retain this criterion in the Plan in the event that such a development is proposed. The planning authority will consult closely with the NRA on any such development.

**2: Exceptional circumstances for development where a speed limit of more than 60kph applies and the development relates to existing established large enterprises and employers.**

- The NRA welcomes the proposed amendments to this element of Objective T20 and the associated new mapping. In the interests of clarity, the Authority recommends that the planning authority include extra text to clarify that there is no alternative access available other than an access onto the national road network outside the 60kph zone.
- The NRA remains concerned as it is unaware that the specific exceptional circumstances have been identified on the basis of the evidence base required by the Guidelines.
- It further recommends that any proposed development at the identified subject sites should continue to be assessed in accordance with the

- Noted. It is recommended that the wording of Objective T20 be amended to clarify this point- *Refer to Manager's Recommendation and Appendix A for the proposed modified wording.*
- Noted.
- The planning authority will assess any such developments in accordance with the principles of proper planning and sustainable development when any such development

<p>principles of proper planning and sustainable development and include Traffic and Transport Assessments and Road Safety Audits as appropriate.</p> <p><b>3: Developments relating to significant enterprises and employers, existing and proposed, on lands zoned for such uses</b></p> <ul style="list-style-type: none"> <li>• The NRA considers that it is unclear that the exceptional circumstances proposed in this case have been identified on the basis of the evidence base required by the Guidelines.</li> <li>• It considers that a degree of ambiguity remains relating to this subject 'exception' and considers that it may be most appropriate to consider exceptions relating to significant enterprises and employers, existing and proposed, on lands zoned for such uses in the context of the relevant development plans and/or local area plans when being reviewed.</li> </ul>	<p>proposals are submitted.</p> <ul style="list-style-type: none"> <li>• Noted.</li> <li>• The concerns are noted. The subject lands will be examined during the formal review of the respective town development plans/local area plans. However, as the national roads serving these lands traverse the functional areas covered by the town development plans/local area plans and the Wexford County Development Plan, the objective needs to be included in the County Development Plan.</li> </ul>
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#### 4: Developments for other purposes

- The NRA is concerned that the proposed amendment lacks clarity and the plan led approach required by the Guidelines and there is a concern as to the interpretation and application of such a policy exception.
- The NRA considers that this section of the proposed amendment does not fully adhere to the provisions of the Guidelines and recommends that the Council review the proposed inclusion of this

As such, it is recommended that the objective be retained in the Plan. In the interests of clarity, the planning authority has reviewed the subject lands and has identified relevant specific stretches of national road on maps which will be included in the Plan- *Refer to Manager's Recommendation and Appendix A for the proposed modified wording and maps.*

- Noted. It is recommended that this section of Objective T20 is modified to clarify that it refers to development on existing sites where the intensification of use of the access would not result in a material intensification such that the proposed development would compromise the safety, capacity and efficiency of the national road network-*Refer to Manager's Recommendation and Appendix A for the proposed modified wording.*
- It is recommended that existing developments which do not have direct accesses onto the national road network are omitted-*Refer to Manager's Recommendation and Appendix A for the proposed modified wording.*

text in the Plan. In support of this it gives the example that the quarries at Brownswood, Enniscorthy have access to the local road network.

- The submission concludes with the request that the comments and observations are taken into consideration prior to the adoption of the Plan, and advises that the Authority are available to meet the Executive of the Council to address any of the matters raised in the Authority's submissions to the development plan process.

- Following receipt of the NRA's submission, the Planning Section consulted with the NRA and submitted a revised Objective T20 to them for consideration. The revised wording reflected the Manager's recommended modifications outlined above together with a number of additional modifications which will ensure the protection of national roads. These additional modifications included a proviso that, in all four exceptional circumstances, the applicant must:
  - Demonstrate that there is no alternative access available other than an access onto the national road network outside the 60kph zone.
  - Submit a Road Safety Audit and a Traffic and Transportation Assessment, where appropriate.
  - Provide necessary funding for road improvement/junction works.

	<p>The NRA considered the revised wording and suggested a number of further minor alterations. These alterations have been incorporated into the finalised version of Objective T20 (as set out in Appendix A) with the exception of one recommended alteration. The NRA recommended that the following sentence, which had been inserted in Exceptional Circumstance No. 3 of Objective T20 relating to development on zoned land in existing town plans, be omitted:</p> <p><i>In any case, and in particular in the case where applications may be submitted in advance of the review of these plans, the applicant will be responsible for preparing a Road Safety Audit, prepared in accordance with the Design Manual for Roads and Bridges (NRA, 2010) where appropriate, and Transport and Traffic Assessment and the planning authority will use the evidence provided together with available data to establish an evidence base which demonstrates that any proposed development will not compromise the safety capacity and efficiency of the National Road Network</i></p>
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	<p>While the Manager notes the concerns of the NRA, it is considered necessary to retain this wording in the Plan in order to ensure that development may be facilitated on zoned land which can only be accessed by the national road network in advance of the relevant plans being reviewed. The planning authority will ensure that these lands are further assessed when the appropriate plans are being reviewed but in the interim such exceptions will be considered by the planning authority on a case by case basis. As stated above, in the interest of clarity, maps are now included which show the location of the lands concerned. Furthermore, additional text has been added outlining the detailed provisions which will apply to such planning applications. The planning authority also undertakes to consult closely with the NRA in considering any planning applications on these lands-</p> <p><i>Refer to Manager's Recommendation and Appendix A for the proposed modified wording and maps.</i></p>
<b>Manager's Recommendation</b>	
<p><b>Modify the text on page 17 of the document entitled 'Proposed Amendments to the Draft Wexford County Development Plan 2013-2109' as follows:</b></p>	

The final decision on whether the proposed schemes takes place rests with the Government, who of course have to have regard to the national interest in making such a decision. The Guidelines for Planning Authorities on Spatial Planning and National Roads (DECLG, 2012) require that the Council retain land required for future national road projects free **from** development and ensure that any adjacent developments for sensitive uses (for example houses, schools and nursing homes) are compatible with the construction and long term operation of the road. In the assessment of planning applications on or near the alignment of national road projects, the Council must have regard to this. The Council will also have regard to NRA Circular 16/2011. ~~in which it is stated that the Councils may adopt a more flexible approach where extensions of a limited scale to existing development are proposed, and where developments are proposed on the margins of identified corridors and at locations within corridors that are removed from critical areas such crossing points with the existing road network (national and non-national) and tie-in points between existing and planned roads.~~

**Modify Objective T18 on page 20-21 of the document entitled ‘Proposed Amendments to the Draft Wexford County Development Plan 2013-2019’ as follows:**

To facilitate and enable the development of national road schemes having regard to the Guidelines for Planning Authorities on Spatial Planning and National Roads (NRA **DECLG**, 2012), **NRA Circular 16/2011** and consultations with the National Roads Authority on each proposal. The Council will:

- **Generally** retain required lands free from development;
- Require that adjacent development of sensitive uses such as housing, schools and nursing homes, are compatible with the construction and long-term operation of the road;
- Ensure that development objectives, including the zoning of land, do not compromise the route selection process;



- **Adopt a more flexible approach in accordance with the provisions of NRA Circular 16/2011.** ~~where extensions of a limited scale to existing development are proposed, and where developments are proposed on the margins of identified corridors and at locations within corridors that are removed from critical areas such crossing points with the existing road network (national and non-national) and tie in points between existing and planned roads.~~

**Modify the text of Objective T20 on page 21-24 of the document entitled ‘Proposed Amendments to the Draft Wexford County Development Plan 2013-2019’.**

Refer to Appendix A of the Manager’s Report. Having regard to the extent of the proposed modifications to Objective T20, it is considered important in the interests of clarity to reproduce the entire text of Objective T20 as set out in the Proposed Amendments document and the entire text of the modified Objective T20.

*It should be noted that in the interests of clarity Objective T20 has been split into three objectives (Objectives T20, T21 and T22). This will require the renumbering of subsequent objectives in Chapter 8 Transport.*

Submission No 06: Mervyn Jones	
Summary of Submission	Manager's Response
<ul style="list-style-type: none"> <li>• The submission relates to a property at Barnadown, Gorey (Hall's).</li> <li>• Mr. Jones advises that he has only recently been made aware by a neighbour that there was a notice on the gate of this property relating to a preservation order. Mr. Jones, who is now the owner of this property, had not seen the notice and there has been no contact made to him by any person.</li> <li>• This house is in bad repair and insurance is a major problem. The house has also been ransacked with items including copper piping being stolen. There are also problems with keeping people out of the property.</li> <li>• Mr. Jones states he is not in a financial position to rebuild or maintain the property.</li> </ul>	<ul style="list-style-type: none"> <li>• The subject property does not form part of the Proposed Amendments to the Record of Protected Structures. The submission therefore cannot be considered at this point.</li> <li>• The notice was sent by registered post and returned to the Planning Department. Planning staff then visited the site and placed the notice on the property. The process was carried out in accordance with that set out in the Section 28 Architectural Heritage Protection-Guidelines for Planning Authorities.</li> <li>• The planning authority will assist Mr. Jones in dealing with the property.</li> </ul>
Manager's Recommendation	
None required.	

## Submission No 07: Geological Survey of Ireland

Summary of Submission	Manager's Response
<ul style="list-style-type: none"> <li>Whilst the GSI have no comments to make on the Proposed Amendments, the submission advises that there is a text error in Section 14.2.2 Natural Heritage Areas and County Geological Sites (page 300). Due to the reorganisation of Government departments, the <i>sentence</i> "The Geological Survey of Ireland (GSI) and the Department of the Environment, Community and Local Government (DECLG) are in the process of identifying important geological and geomorphological sites in Ireland for designation as NHAs should be replaced with the following: <i>"The Geological Survey of Ireland (GSI) and the National Parks and Wildlife Service (NPWS) of the Department of Arts, Heritage and the Gaeltacht are in the process of identifying important geological and geomorphological sites in Ireland for designation as NHAs.</i></li> </ul>	<ul style="list-style-type: none"> <li>Noted. The text of the sentence to be corrected as advised by the GSI-<i>refer to Manager's Recommendation for proposed wording.</i></li> </ul>

### Manager's Recommendation

**Modify the text in Section 14.2.2 Natural Heritage Areas and County Geological Sites of the Draft Plan page 300 as follows:**

The Geological Survey of Ireland (GSI) and the ~~Department of the Environment, Community and Local Government (DECLG)~~ National Parks and Wildlife Service (NPWS) of the Department of Arts, Heritage and the Gaeltacht are in the process of identifying important geological and geomorphological sites in Ireland for designation as NHAs.

### Submission No 08: RGDATA

Summary of Submission	Manager's Response
<p>The submission requests the Council to note the following:</p> <ul style="list-style-type: none"><li>• The current recession has had an impact on the amount of planning applications and requirement for retail development throughout the country. There is an emerging number of applications for extension of time to extant planning permissions which have been granted over the last five years and these should be taken into account when assessing the demand for future retailing.</li></ul>	<ul style="list-style-type: none"><li>• Objective 33 in the Draft Plan/Objective 4 in Draft Retail Strategy outline the various factors which a Retail Impact Assessment will be required to consider. These include extant permissions and their likelihood of being implemented.</li></ul>

<ul style="list-style-type: none"> <li>• RGDATA at all times seeks to uphold the maintenance of the vibrancy of town centres and urges that investigation into vacant and existing sites is carried out when assessing and considering a retail planning application. In this regard, RGDATA welcome the statement contained in Section 6.4.11 Retail Development of the proposed amendments.</li> <li>• The submission refers the planning authority to Section 4.9 Retail Impact Assessment of the Retail Planning Guidelines 2012 and the criteria set out therein and Section 2.3 Retail Policy of the Guidelines on enhancing vitality and viability of city and town centres.</li> <li>• RGDATA has concerns about the large volumes of traffic that are generated by the development of large scale Hypermarkets, which are detached from town</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> <li>• Noted. Objective 1 of the Draft Retail Strategy states that the Council shall ensure that all retail development permitted is in accordance with the Guidelines for Planning Authorities Retail Planning (DECLG, 2012) and the Wexford County Retail Strategy. Section 8.2.2 of the Draft Retail Strategy sets out the purpose of and requirements for a Retail Impact Assessment. It also set out the criteria which must be considered by an RIA (as per the Retail Planning Guidelines 2012).</li> <li>• The assessment of such applications will be carried out in accordance with the Retail Planning Guidelines (DECLG, 2012) and the Retail Strategy. The Guidelines provide a</li> </ul>
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<p>centres and offer large amounts of car parking spaces. This is not consistent with the stated principles of the National Transport Strategy 2020 Vision which is to reduce car journeys by 2020. RGDATA respectfully suggests that all amendments are assessed to ensure that they are in line with this Vision.</p>	<p>definition of hypermarkets which include dedicated surface car parking areas. The car parking requirements of such development will be assessed based on the associated standards set out in the Plan.</p> <p>Section 8.2.3 of the Draft Retail Strategy advises that Traffic and Transport Assessment (TTA) may be required for retail developments over a particular threshold (1000 square metres for retail / leisure) as set out in the Traffic Management Guidelines 2003 and the Traffic and Transport Assessment Guidelines 2007. This assessment will examine the transport impacts of the proposal, showing how trips to and from the proposed development might affect the road network and public transport links. It will incorporate measures as necessary to ensure roads and junctions and other transport infrastructure in the vicinity of the development are fit for purpose and encourage a shift towards sustainable travel modes.</p> <p>In any case, all retail development will be subject to the sequential test which will ensure that the location of the</p>
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<ul style="list-style-type: none"> <li>• RGDATA also welcomes the statement in Section 18.17 and the amendments in relation to the assessment of proposals for retail development.</li> </ul>	<p>development is optimal with regard to the existing town centre, residential areas and transport links; maximising the use of sustainable transport modes.</p> <ul style="list-style-type: none"> <li>• Noted.</li> </ul>
<b>Manager's Recommendation</b>	
None required.	

<b>Submission No 09: Environmental Protection Agency (EPA)</b>	
<b>Summary of Submission</b>	<b>Manager's Response</b>
<ul style="list-style-type: none"> <li>• It should be clarified whether any further new zoning/re-zoning/de-zoning or phased development is proposed in relation to the proposed amendments, and whether the Strategic Flood Risk Assessment resulted in any re-zoning/de-zoning of lands.</li> </ul>	<ul style="list-style-type: none"> <li>• The Plan does not zone any land and as such this not relevant.</li> </ul>

<ul style="list-style-type: none"> <li>• The submission proposes amending the wording of a number objectives to include the word 'environmentally' before sustainable.</li> <li>• Section 18.16 Extractive Industry: consideration should be given to strengthening the proposed amendment text to provide a stronger commitment to the requirements of the Habitats Directive.</li> <li>• It is recommended that the word appropriate be inserted in Objective TM27 (relates to existing and new tourism related resorts) and that a commitment should be made in relation to EIA/AA.</li> </ul>	<ul style="list-style-type: none"> <li>• The term sustainable is a holistic term that means more than the environment. It also encompasses economic and social sustainability. To insert the word environmentally sustainable would isolate it to just that, which is not considered correct nor appropriate.</li> <li>• The planning authority is satisfied that the wording and Objective ED09 displays that the planning authority is fully committed to the Habitats Directive.</li> <li>• The planning authority will only consider such developments if they are appropriate. This objective already states that such developments are subject to compliance with normal planning and environmental and the development management standards in Chapter 18 which include standards relating to Environmental Impact Assessment and Appropriate Assessment.</li> </ul>
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<ul style="list-style-type: none"> <li>• It is recommended that the word ‘sustainable’ be inserted in Objective T10 and Objective T11. These objectives relate to the development of enhanced transport infrastructure and port related services and industries at Rosslare Europort and New Ross Port.</li> <li>• It is recommended that the wording of the new objective in Section 9.2.3 should include the word ‘safe and secure potable water supply’.</li> <li>• The submission reminds the planning authority of its responsibilities and obligations with regard to national and EU environmental legislation and the requirement to prepare an SEA Statement.</li> </ul>	<ul style="list-style-type: none"> <li>• Agree with this suggestion-<i>Refer to Manager’s Recommendation for proposed wording.</i></li> <li>• The objective states that the Council will maintain and provide an adequate potable water supply in settlements. This is considered sufficient to cover the issue raised.</li> <li>• The planning authority is aware of its obligations with regard to the EU and national environmental legislation.</li> </ul>
<b>Manager’s Recommendation</b>	
<p><b>Modify Objective T10 on page 16 of the document entitled ‘Proposed Amendments to the Draft Wexford County Development Plan 2013-2109’ as follows:</b></p>	

To support and facilitate the sustainable development of enhanced transport infrastructure at Rosslare Europort and **New Ross Europort** including the development of rail freight handling facilities, the development of facilities to handle more load on-load off cargo, the development of facilities to enable usage of Rosslare Europort by more container ships subject to compliance with normal planning and environmental criteria, the development management standards in Chapter 18 of the Plan, any other relevant Plans and guidance documents.

**Modify Objective T11 on page 16 of the document entitled ‘Proposed Amendments to the Draft Wexford County Development Plan 2013-2109’ as follows:**

To support the sustainable development of port related services and industries on lands adjacent to the ports of Rosslare Europort and New Ross **subject to normal planning and environmental criteria and the development management standards contained in Chapter 18.**

#### **Submission No 10: Department of the Environment, Community and Local Government**

<b>Summary of Submission</b>	<b>Manager’s Response</b>
<ul style="list-style-type: none"> <li>The planning authority, in consultation with the Department of Arts, Heritage and the Gaeltacht, should satisfy themselves that the proposed amendments to the Plan are fully compliant with the authorities’ obligations in regard to Appropriate Assessment and Strategic Environmental</li> </ul>	<ul style="list-style-type: none"> <li>The planning authority is satisfied that the Proposed Amendments are fully compliant with the obligations in regard to Appropriate Assessment and Strategic Environmental Assessment, as set out in the respective screening reports.</li> </ul>

Assessment.

- The Draft Plan must have regard to National Guidelines under Section 28 of the Planning and Development Act, 2000 as amended. In this regard, the Council should ensure, in consultation with the National Roads Authority, that the policies and objectives of the draft Plan which impact on the National Road Network are consistent with the Spatial Planning and National Roads Guidelines. In addition, the draft Plan should include a statement in that regard as set out in Section 28(1A and 1B) of the Act. This statement is included in Appendix B of the draft Plan and should now be reviewed to take account of the amendments to the draft Plan on foot of compliance with National Guidelines.
- In regard to telecommunications infrastructure, the Council should have regard to Circular Letter PL07/12 (October 2012) prepared under Section

- Noted. See Manager's response to Submission No. 05. The Council, having consulted with NRA, is satisfied that the Plan is substantially compliant with the Section 28 Spatial Planning and National Roads Guidelines.

The Council will update the Section 28 statement in Appendix B of the draft Plan to take account of the proposed amendments and any subsequent modifications.

- The referenced circular amends the Telecommunications Antennae and Support Structure Guidelines 1996 with regard to the following:

<p>28 of the Planning and Development Act, 2000 as amended, in regard to 'Telecommunications Antennae and Support Structures'. This circular letter updated particular sections of 1996 Guidelines and it is important that the relevant content of the draft Plan is reviewed to ensure consistency with the policy recommendations in the circular letter.</p>	<ul style="list-style-type: none"> <li>(i) Avoid granting permission for a temporary period unless in exceptional circumstances;</li> <li>(ii) The practice of specifying in development plans the minimum distance of telecommunications structures from houses and schools etc should cease</li> <li>(iii) Bonds should not be added to permissions.</li> <li>(iv) Set up a register of approved structures supported by a database containing the coordinates indicating the location, structure(s) height and the planning file reference number.</li> <li>(v) Planning authorities should not include monitoring arrangements as part of planning permission conditions nor determine planning applications on health grounds.</li> <li>(vi) All future Development Contribution Schemes must include waivers for broadband infrastructure provision.</li> </ul> <p>Having reviewed the relevant content of the Draft Plan, it is considered that the objectives relating to Telecommunications are consistent with the circular. It is noted that the Development</p>
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	<p>Management Standards set out in Section 18.26 require the submission of a statement of compliance with the International Radiation Protection Association Guidelines (IRPA). It is recommended that it is omitted as the circular advises that planning authorities should be primarily concerned with the appropriate location and design of these structures and do not have the competence for health and safety matters in respect of telecommunication structures-<i>Refer to Manager's Recommendation for proposed wording.</i></p>
<b>Manager's Recommendation</b>	
<p><b>Modify the text in Section 18.26 Telecommunications Structures of the Draft Plan page 439 as follows:</b></p> <p>Planning applications relating to the erection of antennae and support structures shall be accompanied by:</p> <ul style="list-style-type: none"> <li>• A reasoned justification as to the need for the particular development at the proposed location in the context of the operator's overall plans for the County having regard to coverage.</li> <li>• Details of what other sites or locations in the County were considered, and reasons why these sites or locations are not feasible.</li> <li>• Written evidence of site-specific consultations with other operators with regard to the sharing of sites and support structures. The applicants must satisfy the Council that a reasonable effort has been made to share installations. In situations where it not possible to share a support structure, the applicants will be encouraged to share a site or to</li> </ul>	

locate adjacently so that masts and antennae may be clustered.

- Detailed proposals to mitigate the visual impact of the proposed development, including the construction of access roads, additional poles and structures. ~~and~~
- ~~• A statement of compliance with the International Radiation Protection Association (IRPA) Guidelines or the equivalent European prestandard 50166-2 which has been conditioned by the licensing arrangements with the Department of Communications, Energy and Natural Resources and to furnish evidence that an installation of the type applied for complies with the above Guidelines.~~

#### Submission No 011: GVA on behalf of Tesco Ltd

Summary of Submission	Manager's Response
<p><b><i>Omission of Special Financial Contribution</i></b></p> <ul style="list-style-type: none"><li>• The submission welcomes the omission of the objective stating that a special financial contribution will apply to retail developments at edge or out of centre sites. The submission urges the planning authority to endorse the recommendation contained within the Manager's Report to omit the financial contribution.</li></ul>	<ul style="list-style-type: none"><li>• The deletion of the special financial contribution (Objective 10 in the Retail Strategy) is not a Proposed Amendment. In the Manager's Report on the Submissions and Observations received on the Draft Plan, the Manager did recommend the deletion of this objective. However, having considered the Manager's response and recommendation, the Members decided not to accept this recommendation. Therefore, the special financial objective (Objective 10) remains in the Retail</li></ul>

***Underestimation of Convenience Floorspace Requirements***

- It is considered that these floor space requirements do not accurately represent the current or future demand for convenience floor space in the county.
- The relevance of longer-term projections beyond a three-year time horizon is questionable. An alternative approach would be to provide shorter-term estimates and include a policy to ensure that they are updated on a three-year cycle or where economic trends change significantly.
- It is also stated that the figures do not represent the actual demand for modern convenience floorspace, for example, the capacity assessment includes a significant level of vacant and extant planning

**Strategy.**

- The submission does not clarify how this is the case. No change is recommended.
- The projection periods used in the Capacity Assessment are relevant: 2013 is the first year of the Plan, 2019 is the end year of the Plan and 2022 is the end year of the Regional Planning Guidelines for the South-East Region. This is accepted industry practice and the planning authority is satisfied with the approach it has taken. Furthermore, the objective relating to Retail Impact Assessment allows the likelihood of permissions being implemented to be addressed.
- The Retail Planning Guidelines 2012 indicate that retailers should be flexible in appraising potential sites and buildings and should be prepared to make reasonable compromises and, if possible, adapt standard retail formats to

<p>permissions that would not be suitable for larger convenience units with specific operational requirements.</p> <ul style="list-style-type: none"> <li>• It is requested that the Retail Strategy clearly outlines that the floor space estimates are a general methodology used to inform the planning authority on retail trends within the county and that: <ul style="list-style-type: none"> <li>- There is no agreed methodology or universal data sources to calculate retail capacity;</li> <li>- The data used is subject to fluctuation;</li> <li>- It cannot be used to determine retail impact particularly for larger retail units; and</li> <li>- Cannot predict the emergence of new retail formats and consumer demands.</li> </ul> </li> </ul>	<p>accommodate retail schemes on sites which are well located in the context of the sequential approach to retail development. It is further considered that the sequential approach can be applied when retailers cannot find suitable and viable sites within the town centres.</p> <ul style="list-style-type: none"> <li>• The Retail Planning Guidelines advise that the estimates of future retail requirements are only intended to provide broad guidance as to the additional quantum of convenience and comparison floorspace provision; they should not be treated in an overly prescriptive manner nor should they serve to inhibit competition. The Guidelines advise that planning authorities and An Bord Pleanála should balance quantitative estimates of future demand for retail floorspace of development plans when assessing applications for new or expanded retail development with consideration in regard to vibrancy, choice, vitality and other qualitative issues. The Draft Retail Strategy fully reflects these points, and it is considered that the planning authority has sufficiently addressed the issue, in particular through Objective 4 which outlines how the planning authority will assess planning</li> </ul>
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<ul style="list-style-type: none"> <li>• The consideration of ‘retail capacity’ and ‘retail need’ are often two different variables. It is recommended that a further policy statement highlighting the difference between the two.</li> <li>• A policy should be included specifying that the strategy be updated. Each planning application should be determined on a case by case basis and should take account of qualitative factors.</li> </ul> <p><b>Requirement for Retail Designations and Flexibility</b></p> <ul style="list-style-type: none"> <li>• Additional opportunity sites should be designated in centres, including Enniscorthy, which allow for a degree of flexibility thereby allowing different development solutions to remain open for consideration. Such solutions can be decided upon</li> </ul>	<p>applications for retail developments.</p> <ul style="list-style-type: none"> <li>• It is considered that Objective 4 deals with this sufficiently. The objective states that both quantitative and qualitative factors will be considered in the assessment of retail planning applications.</li> <li>• As part of the implementation of the Plan, the Retail Strategy will be monitored on an on-going basis. The planning authority will continue to monitor extant permissions and uptake of vacant properties. The Strategy will also be monitored to ensure that it remains consistent with national and regional guidelines and any other relevant guidelines and/or legislation.</li> <li>• The identification of additional opportunity sites will be considered during the preparation of the relevant town development plans. The Draft Enniscorthy Town and Environs Development Plan 2014-2020 is currently being prepared.</li> </ul>
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without the need for material contraventions or variations.	
<b>Manager's Recommendation</b>	
None required.	

<b>Submission No 012: Irish Wind Energy Association (IWEA)</b>	
<b>Summary of Submission</b>	<b>Manager's Response</b>
<p><b>Written Statement-Section 11.3.1 Wind Energy</b></p> <ul style="list-style-type: none"> <li>In their submission on the Draft Plan, the IWEA noted that the target of 300 MW as set out in Objective WE02 is overly conservative and that the Council should be pushing for a more ambitious target. The proposed amendment to this section is to reduce the target from 300 MW to 250 MW. IWEA request that the target be increased to a minimum of 300 MW to ensure that Wexford can play an important role in assisting Ireland to reach its renewable energy targets for 2020.</li> </ul> <p>IWEA asks that the Council use the opportunity to</p>	<ul style="list-style-type: none"> <li>The Manager's Report on the Submissions and Observations received on the Draft Plan discussed in detail the reasons for reducing the target to 255 MW. The preferred option is to consolidate wind energy development in a single area of the County. It is not considered appropriate to extend the 'Acceptable in Principle' and 'Open for Consideration' areas due to wind speed, housing density, landscape sensitivity and the potential for cumulative visual impacts.</li> </ul> <p>The Draft Wind Energy Strategy identifies a new area as</p>

<p>better strengthen its commitment to encouraging wind energy infrastructure in the County, which amongst other things will enhance quality of life, employment prospects, overall vibrancy, support rural communities. These opportunities should not be missed due to the reduced target.</p> <p><b>Volume 5-Wind Energy Strategy Table 4 (Not Normally Permissible)</b></p> <ul style="list-style-type: none"> <li>IWEA welcome that each wind farm will be assessed on a case by case basis and notes that the benefits of renewable energy should be given appropriate consideration. IWEA also believes that Wexford has a further capacity for wind farm development other than that which has already</li> </ul>	<p>‘Acceptable in Principle and ‘Open for Consideration’. However, if the additional 99 MW identified in the Draft Strategy (to bring total to 300 MW) was to be achieved, it could result in approximately 33 turbines in this area and this could have potential negative impacts on the landscape. It was therefore considered reasonable to reduce the target to 255 MW which will reduce the number of additional turbines from 33 to approximately 18. The 255MW target will enable County Wexford to generate the equivalent of 70% of its electricity needs from wind energy by 2019<sup>1</sup> and significantly exceed its proportional share of the national RES-E target.</p> <ul style="list-style-type: none"> <li>The Proposed Amendment to Table 4 (Not Normally Permissible) states that <i>‘When assessing planning applications for extensions against the development management standards, the planning authority will have particular regard to the reasons why the area was identified as ‘Not Normally Permissible’ in Section 4.2. In</i></li> </ul>
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<sup>1</sup> Based on SEAI’s Energy Forecasts for Ireland to 2020: 2010 Report and utilising a capacity factor of 30%.

<p>been permitted and believes that the line “In this regard, it is considered that the north of the County will reach capacity if all permitted wind farms are built” should be removed from the proposed amendments.</p> <p><b>Objective WE02</b></p> <ul style="list-style-type: none"> <li>As outlined in their comments under Section 11.3.1 it is stated that the target should not be reduced from 300MW to 255MW.</li> </ul>	<p><i>this regard, it is considered that the north of the County will reach capacity if all permitted wind farms are built’.</i> It is the opinion of the planning authority that having considered the potential cumulative impacts of existing wind farms and the permitted wind farms that this will be case. As such it is considered appropriate to retain this sentence.</p> <ul style="list-style-type: none"> <li>Noted.</li> </ul>
<b>Manager’s Recommendation</b>	
None required.	

<b>Submission No 13: Department of Arts, Heritage and the Gaeltacht</b>	
<b>Summary of Submission</b>	<b>Manager’s Response</b>
<ul style="list-style-type: none"> <li>The submission refers to the SEA screening and Draft County Development Plan and recommends that, given the sensitivity of Forth Mountain, the National Parks and Wildlife Service be given early notice and comprehensive access to comment on</li> </ul>	<ul style="list-style-type: none"> <li>The Department’s request is noted. It is assumed that this refers to the new objective in Section 15.6 relating to off-road cycling. The objective states that Forth Mountain, which is a pNHA, is identified as a potential location for an off-road cycling centre of regional scale. This development</li> </ul>

the design of any such development.	is an objective of Coillte and not the Council. However, the planning authority will ensure that consultation takes place should a planning application be lodged for same.
<b>Manager's Recommendation</b>	
None required.	

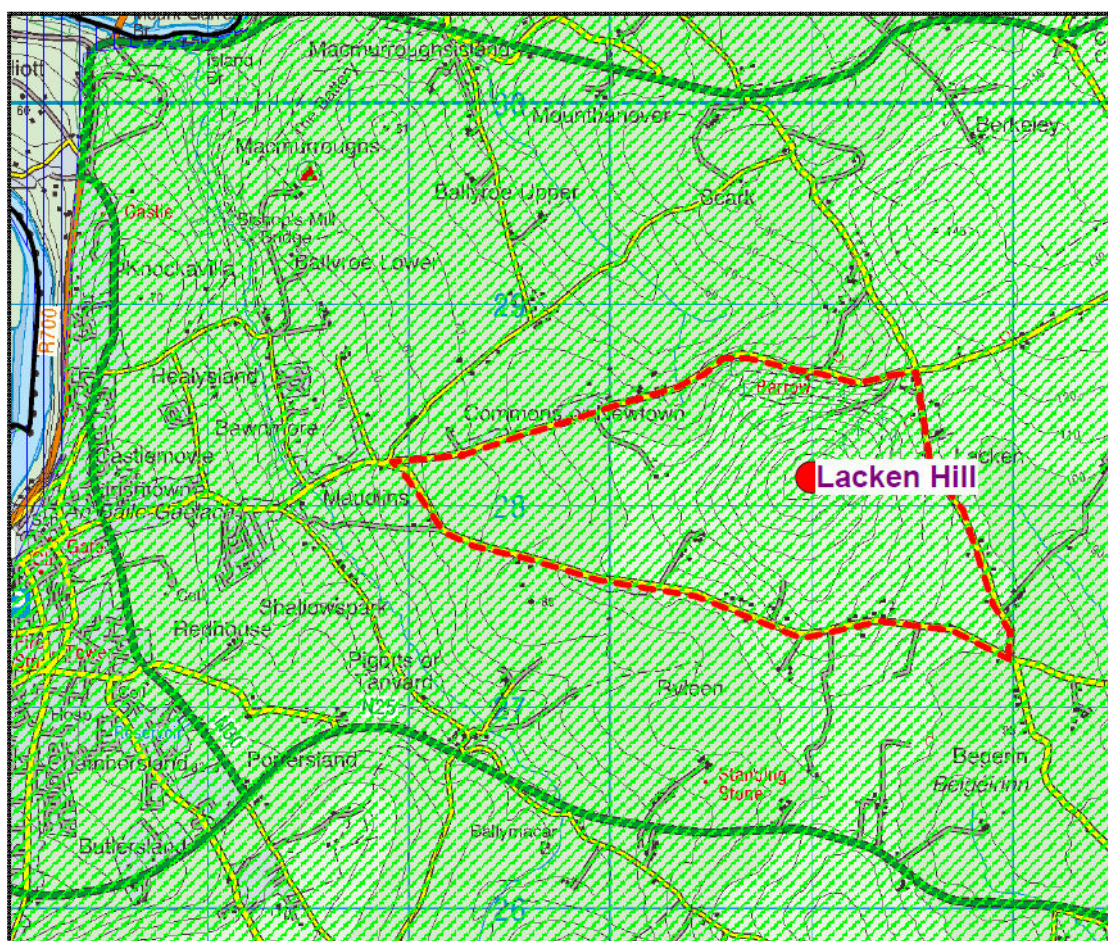
## Section 3 Other Recommended Modifications

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Following an internal review of the proposed amendments, it is recommended that the following further modifications are made.

### Volume 3 Landscape Character Assessment

The proposed amendment is to designate 'Lacken Hill' as a Landscape of Greater Sensitivity and to amend Map No. 11 to include it. The amendment to Map No. 11 requires the demarcation of a boundary around 'Lacken Hill'. The recommended boundary is identified by a hatched red line on the map below. As stated in the Draft Plan, the boundaries of the Landscapes of Greater Sensitivity are indicative only. The planning authority will assess the potential visual impact of development proposals, both within and in the vicinity of these boundaries, on the Landscape of Greater Sensitivity.





## Volume 4 Retail Strategy

It became apparent following an internal review of the extant planning permissions that there was an underestimation of the extant floorspace figures used in Section 6: Capacity Assessment. A recalculation of the figures concluded that there is a higher amount of permitted floorspace in the county than that previously indicated. The revised figures do not have an impact on the overall findings of the capacity assessment and therefore the following modifications are considered minor in nature.

The modifications, which are **highlighted in red**, relate to Table 57 (page 58) and Table 59 (page 62) and a number of figures in the text on pages 57 and 63 in the document entitled 'Proposed Amendments to the Draft Wexford County Development Plan 2013-2019'.

### **Modify the text on pages 57-58 of the document entitled 'Proposed Amendments to the Draft County Development Plan 2013-2019 as follows:**

#### **Extant Planning Permissions**

The freeze date for extant planning permissions incorporated in the capacity assessment is the end of 2011. There was planning consent for an additional **89,956 sq m** of net retail floorspace comprising in the order of **21.5%** of convenience, **52.5%** comparison and **25.9%** retail warehousing (bulky) goods floorspace. The vast majority of extant permissions (**88%**) are accounted for within the four major towns as follows. Wexford Town accounted for **40.7%**, Gorey **33.8%**, New Ross **8.7%**, and Enniscorthy **5.3%**. It is worth noting that some **20%** of the overall extant floorspace of the County is accounted for by the proposed Trinity Wharf development in Wexford Town. Overall **14** no. significant extant applications (over 1,000 sq m net comparison 500 sq m net convenience) comprise **75,794** sq m or **84.2%** of the total extant floorspace. It is important that extension of time applications are assessed using a rigorous application of the sequential test, updated zoning objectives since they were permitted and also to account for the Retail Planning Guidelines 2012.

Modify Table 57 on page 58 of the document entitled 'Proposed Amendments to the Draft County Development Plan 2013-2019 as follows:

**Table 57 Extant Permissions County Wexford**

	<b>Convenience Extant</b>	<b>Mainstream Comparison Extant</b>	<b>Retail Warehousing Extant</b>	<b>Overall</b>
<b>Wexford Town</b>	<b>6,878</b>	<b>25,865</b>	<b>3,829</b>	<b>36,572</b>
<b>Gorey</b>	6,397	<b>4,496</b>	<b>19,501</b>	<b>30,394</b>
<b>New Ross</b>	<b>3,389</b>	4,393	0	<b>7,782</b>
<b>Enniscorthy</b>	<b>712</b>	<b>4,028</b>	0	<b>4,740</b>
<b>Bunclody</b>	990	272	0	1,262
<b>Castlebridge</b>	0	2,849	0	2,849
<b>Courtown/Riverchapel</b>	0	<b>2,686</b>	0	<b>2,686</b>
<b>Kilrane/Rosslare</b>	0	<b>671</b>	0	<b>671</b>
<b>Wellington Bridge</b>	1,000	2,000	0	3,000
<b>County Wexford Total</b>	<b>19,366</b>	<b>47,260</b>	<b>23,330</b>	<b>89,956</b>
<b>Wexford Catchment</b>	<b>7,878</b>	<b>31,385</b>	<b>3,829</b>	<b>43,092</b>
<b>Enniscorthy Catchment</b>	<b>1,702</b>	<b>4,300</b>	<b>0</b>	<b>6,002</b>
<b>New Ross Catchment</b>	<b>3,389</b>	<b>4,393</b>	<b>0</b>	<b>7,782</b>
<b>Gorey Catchment</b>	<b>6,397</b>	<b>7,182</b>	<b>19,501</b>	<b>33,080</b>

Source: Wexford County Council Retail Survey 2011



Modify Table 59 on page 62 of the document entitled 'Proposed Amendments to the Draft County Development Plan 2013-2019 as follows:

**Table 59 Net Spare Expenditure Capacity in County to 2022 (sq m)**

	Convenience Sq m	Comparison Sq m	Comparison (Bulky) Sq m
<b><u>Wexford County</u></b>			
Capacity between 2011 and 2019	<b>1,470</b>	<b>-5,975</b>	<b>-3,095</b>
Capacity between 2019 and 2022	<b>-2,694</b>	<b>-8,786</b>	<b>-4,106</b>
Capacity between 2011 and 2022	<b>-1,223</b>	<b>-14,761</b>	<b>-7,201</b>
<b>Wexford Catchment</b>			
Capacity between 2011 and 2019	<b>-328</b>	<b>-6,714</b>	<b>-1,374</b>
Capacity between 2019 and 2022	<b>-2,113</b>	<b>-7,536</b>	<b>-1,641</b>
Capacity between 2011 and 2022	<b>-2,442</b>	<b>-14,250</b>	<b>-3,016</b>
<b>Enniscorthy Catchment</b>			
Capacity between 2011 and 2019	<b>1,163</b>	<b>1,597</b>	1,536
Capacity between 2019 and 2022	<b>266</b>	<b>945</b>	990
Capacity between 2011 and 2022	<b>1,429</b>	<b>2,542</b>	2,526
<b>New Ross Catchment</b>			
Capacity between 2011 and 2019	<b>457</b>	-272	-86
Capacity between 2019 and 2022	<b>-186</b>	-1,075	-10
Capacity between 2011 and 2022	<b>271</b>	-1,347	-96
<b>Gorey Catchment</b>			
Capacity between 2011 and 2019	179	<b>-587</b>	<b>-3,170</b>
Capacity between 2019 and 2022	-660	<b>-1,120</b>	<b>-3,446</b>
Capacity between 2011 and 2022	-482	<b>-1,708</b>	<b>-6,616</b>

Note: Gross capacity minus turnover efficiency, vacancy rates (to 5%) and extant permissions (50%).

**Modify the text on page 63 of the document entitled 'Proposed Amendments to the Draft County Development Plan 2013-2019 as follows:**

Table 59 assumes that the vacant floorspace uptake and extant permissions will absorb further the net capacity outlined in Table 58 on a 50:50 basis between the periods 2011-2019 and 2019 and 2022, (to accord with the Development Plan period). It is noted that the proportions may alter with prevailing market conditions.

The issue of extant permissions (and the granting of extension of time applications) to significant retail developments needs to be carefully considered against updates to national Retail Planning Guidance, and also changes to Development Plan (particularly zoning) policy. As highlighted above, a relatively small number of extant permissions **(14 in total)** account for the vast majority **(84.2%)** of the overall extant floorspace of **89,956** sq m. This is noted in tandem with an understandable current reluctance in the market to implement significant permissions on key sites.

At the same time, it is not the purpose of the Retail Strategy to limit competition, and therefore there is an obligation to consider robust quantitative and qualitative arguments for renewal and investment in new floorspace where it can be demonstrated that there would not be a material negative impact on existing floorspace (less than 5% trade diversion from existing floorspace).

## **Section 4 Conclusions**

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### **Section 4.1 Environmental Considerations**

#### **4.1.1 Strategic Environmental Assessment**

The proposed amendments, and the modifications thereof as set out in this report, have been screened for Strategic Environmental Assessment and it has been determined that they would not have any likely significant effect on the environment other than those identified in the Environment Report (Volume 8) of the Plan.

#### **4.1.2 Appropriate Assessment**

The proposed amendments, and the modifications thereof as set out in this report, have been screened for Appropriate Assessment and it has been determined that there are no elements of the material amendments that could directly or indirectly, on their own or in combination, have a significant effect on the integrity of a Natura 2000 site. The Appropriate Assessment Screening Report is contained in Volume 9 of the Plan.

### **Section 4.2 Consideration of the Manager's Report**

The Members shall consider the Proposed Amendments and the Manager's Report and the consideration shall be completed no later than 6 weeks after the submission of the Manager's Report to the Members.

In accordance with Section 12(10) of the Planning and Development Act 2000 (as amended), the Members shall, by resolution, having considered the Manager's Report, make the development plan, with or without the proposed amendment, that would, if made, be a material alteration.

Where the Members decide to accept the amendment they may do so subject to any modifications to the amendments as they consider appropriate, which may include the making of a further modification to the alteration. A further modification to the alterations:

- (iii) May be made where it is minor in nature and therefore not likely to have significant effects on the environment or adversely affect the integrity of a European site,
- (iv) Shall not be made where it relates to-
  - III. An increase in the area of land zone for any purpose, or
  - IV. An addition to or deletion from the Record of Protected Structures.

In making the development plan, the Members shall be restricted to considering the proper planning and sustainable development of the area to which the development plan relates, the statutory obligations of the local authority and any relevant policies or objectives for the time being of the Government or any Minister of the Government



# Appendix A

## Objective T20

***Exceptional circumstances for access to the  
national road network***



**The following sets out the proposed wording of Objective T20 which has been modified following consultation with, and consideration of, the NRA's issues with regard to the exceptional circumstances whereby access to the national road network may be considered.**

### **Objective T20**

To avoid the creation of any new direct access points from development or the generation of increased traffic from existing direct access/egress points to the national road network to which speed limits greater than 60kph apply. The planning authority may apply a less restrictive approach in a limited number of exceptional circumstances for access onto non-motorway sections of national roads for development in the following categories:

**(1)** Developments of national and regional strategic importance which by their nature are most appropriately located outside of urban areas, and where the locations concerned have specific characteristics that make them particularly suitable for the development proposed. In considering the appropriateness of making any such exception the planning authority will also take the following matters into account:

- The relevance and appropriateness of the proposed development in supporting the aims and objectives of the National Spatial Strategy and the Regional Planning Guidelines for the South-East Region 2010-2022.
- The requirements of other planning guidelines issued under Section 28 of the Act including the Retail Planning Guidelines (2012) which includes a general presumption against large retail centres being located adjacent or close to existing, new or planned national roads, including motorways.
- The nature of the proposed development and the volume of traffic to be generated by it and any implications for the safety, capacity and efficient operation of national roads.
- Any plans for future upgrades of national roads and other transport infrastructure/services.
- The suitability of the location compared to alternative locations.
- The pattern of existing development in the area.
- The precedent that could be created for cumulative development in the area

and the potential implications for the national road network.

- (2)** Developments relating to existing established large enterprises and employers on the national road network such as at Irish Country Meats (N11) and Slaney Meats (N80) which are identified on Map No. 9.
- (3)** Developments on zoned land on identified stretches of national road (see Map No. 10a, 10b, 10c and 10d relating to significant enterprises and employers, existing and potential/proposed, and development relating to other significant uses on appropriately zoned lands. These lands are zoned under Enniscorthy Town and Environs Development Plan 2008-2014 (Map No. 10a), New Ross Town and Environs Development Plan 2011-2017 (Map No. 10b), Bunclody Local Area Plan 2009-2015 (Map No. 10c) and Clonroche Local Area Plan 2009 (Map No. 10d). In identifying the sections of road to which this exception applies the planning authority has had regard to the fact that the stretches of road identified in the Enniscorthy, New Ross and Clonroche plans are on sections of road which are to be by-passed.

The planning authority will carry out further detailed evidenced-based assessment of the lands when these plans are being reviewed with a view to demonstrating that any necessary exceptions can be accommodated without compromising the safety capacity and efficiency of the national road network.

In any case, and in particular in the case where applications may be submitted in advance of the review of these plans, the applicant will be responsible for preparing a Road Safety Audit, prepared in accordance with the Design Manual for Roads and Bridges (NRA, 2010) where appropriate, and a Transport and Traffic Assessment and the planning authority will use the evidence provided together with available data to establish an evidence base which demonstrates that any proposed development will not compromise the safety, capacity and efficiency of the national road network



The Council will also review the speed limits in areas where existing employers or zoned land exists with the intention of reducing, where appropriate, the speed limits and subject to the appropriate statutory process.

- (4)** Intensification of use of existing accesses onto the national road network where there is an existing development (for example at St Senan's Hospital) but that such intensification would not result in a material intensification such that the proposed development would compromise the safety, capacity and efficiency of the national road network.

In all four categories such exceptional circumstances:

- It must be demonstrated by the applicant that the development is compliant with proper planning and sustainable development, that there is no alternative access/egress point available other than to the national road network at a location where a speed limit greater than 60kph applies and that the envisaged usage of the access/egress point will not compromise the safety, capacity and efficient operation of national roads.
- The applicant will be responsible for preparing a Road Safety Audit, prepared in accordance with the Design Manual for Roads and Bridges (NRA, 2010) where appropriate and a Transport and Traffic Assessment. The planning authority will use the evidence provided together with available data to establish an evidence base which demonstrates that any proposed development will not compromise the safety capacity and efficiency of the national road network.
- The applicant will be required to provide satisfactory details of proposed demand management measures.
- The applicant will be required to provide the appropriate funding to provide any capacity enhancements or traffic management measures identified as required.
- The development will be subject to the development management standards outlined in Chapter 18.

**Map No. 9 Existing established large enterprises and employers on the national road network**



**Irish Country Meats**



**Glanbia**

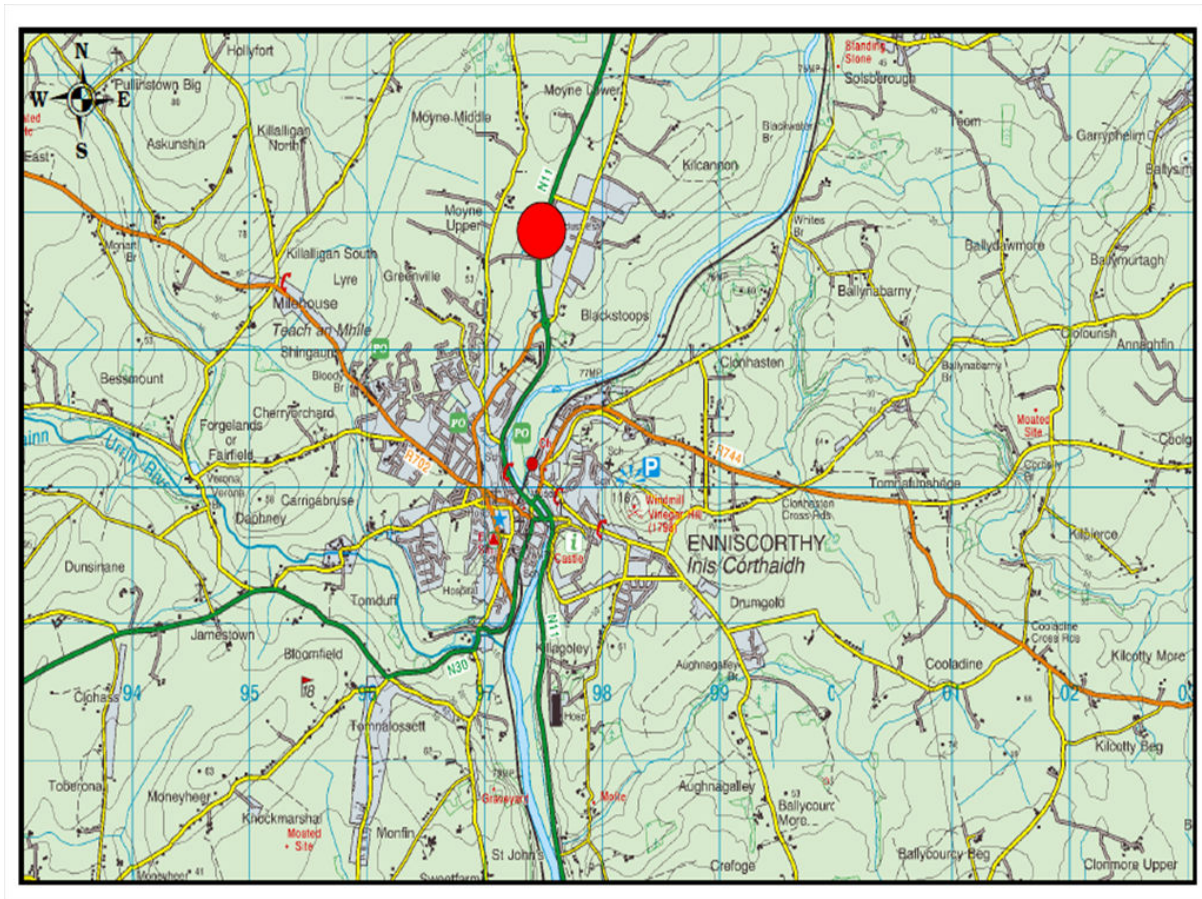


**Slaney Meats**



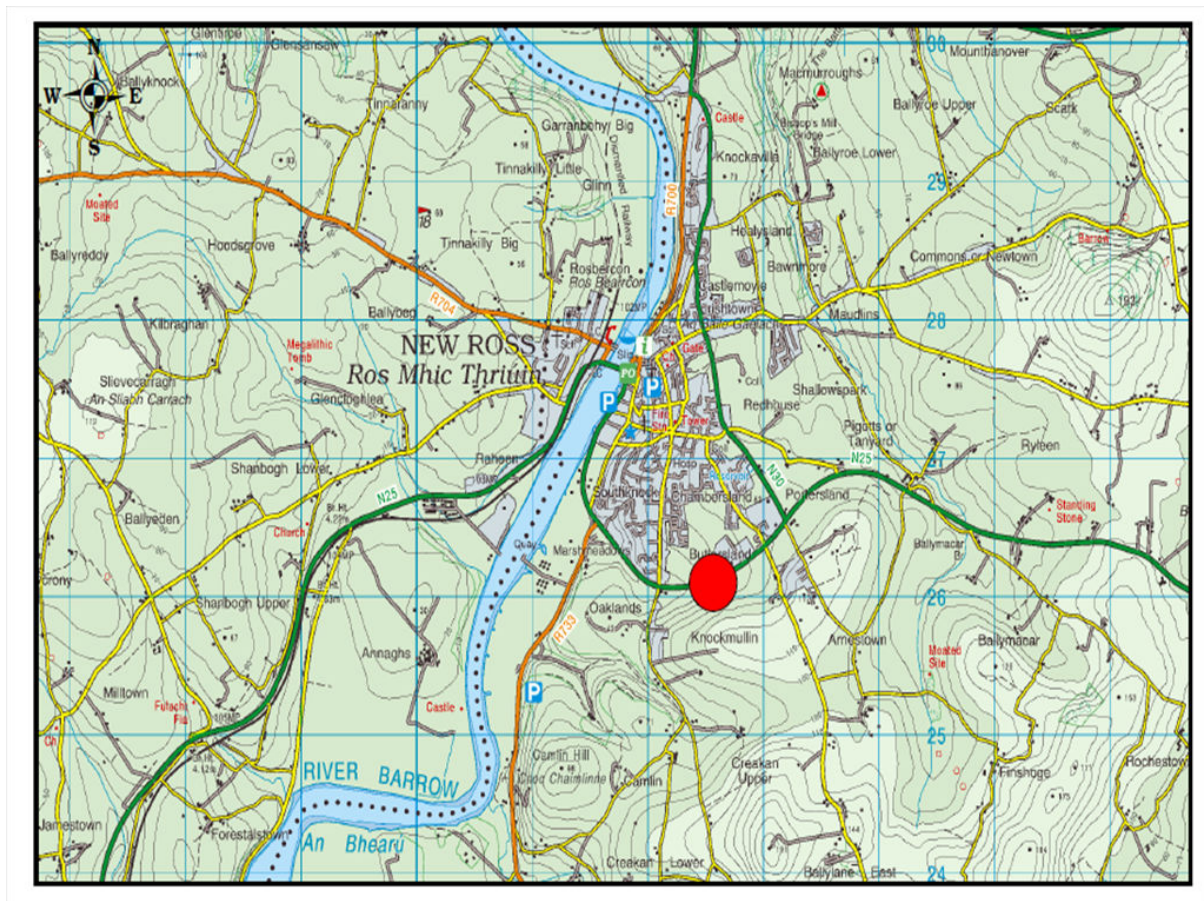
## Map No. 10(a)

The red dot shows the approximate location of the stretch of national road referred to in Objective T20 (3). Lands to the west of the national road are zoned for employment generating Industry, Commercial, Transport and Utility uses in the Enniscorthy Town and Environs Development Plan 2008 - 2014.



## Map No. 10(b)

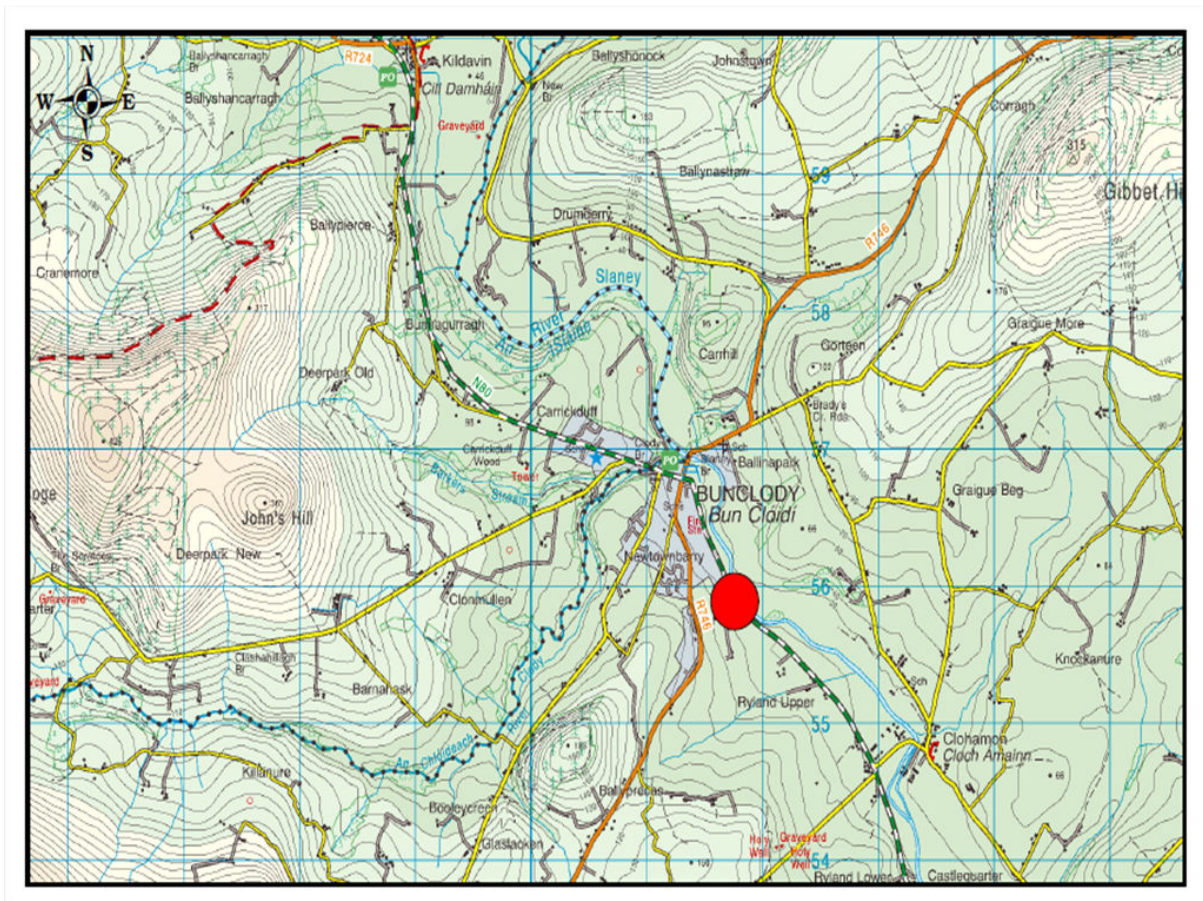
The red dot shows the approximate location of the stretch of national road referred to in Objective T20 (3). Lands to the North of the national road are zoned for employment generating Light Industry and Office uses in the New Ross Town and Environs Development Plan 2011 - 2017.





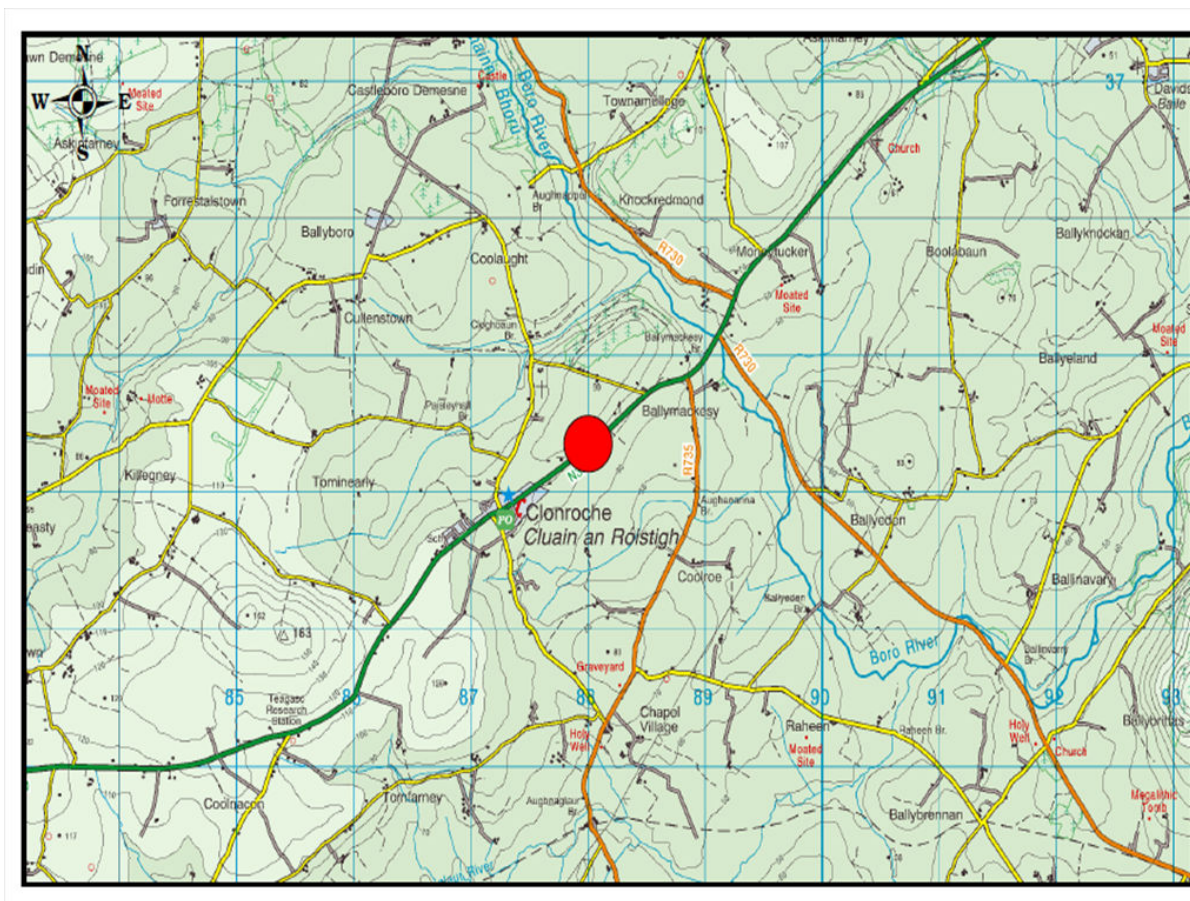
## Map No. 10(c)

The red dot shows the approximate location of the stretch of national road referred to in Objective T20 (3). Lands to the Southwest of the national road are zoned for Community, Education, Recreation, Amenity and Residential uses in the Bunclody Local Area Plan 2009 - 2015.



## Map 10(d)

The red dot shows the approximate location of the stretch of national road referred to in Objective T20 (3). Lands to the North of the national road are zoned for employment generating Industry uses in the Clonroche Local Area Plan 2009.



**Objective T21 (This was previously included under Objective T20. However, in the interests of clarity, it has been separated and made a new objective)**

To facilitate a limited level of new accesses or the intensified use of existing accesses to the national road network on the approaches to or exit from urban centres that are subject to a speed limit zone between 50kph and 60kph - otherwise known as the transition zone. Such accesses will be considered where they facilitate orderly urban development and would not result in a proliferation of such entrances, leading to a diminution in the role of these transitional zones. The Council will have regard to the nature of the proposed development and the volume of traffic to be generated by it and the implications for the safety, capacity and efficient operation of the national road. A Road Safety Audit, prepared in accordance with the Design

Manual for Roads and Bridges (NRA, 2010), shall be submitted where appropriate. The development must be compliant with proper planning and sustainable development and will be subject to the development management standards outlined in Chapter 18.

**Objective T22 (This was previously included under Objective T20. However, in the interests of clarity it has been separated and made a new objective)**

To facilitate new accesses or the intensified use of existing accesses to the national road network within the 50kph zone in accordance with normal road safety, traffic management and urban design criteria for built up areas. A Road Safety Audit, prepared in accordance with the Design Manual for Roads and Bridges (NRA, 2010), shall be submitted where appropriate. The development must be compliant with proper planning and sustainable development and will be subject to the development management standards outlined in Chapter 18.



**Copy of the proposed amendments to the wording of Objective T20 as set out on pages 21-24 of the document entitled ‘Proposed Amendments to the Draft Wexford County Development Plan 2013-2019.**

### **Objective T20**

To restrict all new and intensified use of existing access/egress points to the national road network, except in the following exceptional circumstances:

#### Speed limit of more than 60kph

On non-motorway stretches of the national roads network, for the following **exceptional** types of development **will be considered**:

1. Developments of national and regional strategic importance which by their nature are most appropriately located outside of urban areas, and where the locations concerned have specific characteristics that make them particularly suitable for the development proposed, subject to the development also meeting the following detailed criteria:
  - The relevance and appropriateness of proposed development in supporting the aims and objectives of the National Spatial Strategy and the Regional Planning Guidelines for the South-East Region 2010-2022
  - The requirements of other planning guidelines issued under Section 28 of the Act including the Retail Planning Guidelines (2012), which include a general presumption against large retail centres being located adjacent or close to existing, new or planned national roads, including motorways
  - The nature of proposed development and the volume of traffic to be generated by it, any implications for the safety, capacity and efficient operation of national roads
  - Any plans for future upgrades of national roads and other transport
  - Infrastructure/services
  - The suitability of the location compared to alternative locations
  - The suitability of the pattern of existing development in the area
  - Satisfactory details of the proposed demand management measures
  - Acceptable funding and delivery proposals for any road improvements



required

- The precedent that could be created for cumulative development in the area and the potential implications for the national road network.
- **Compliance with the development management standards outlined in Chapter 18.**

2. Developments relating to existing established large enterprises and employers on the national road network such as at Irish Country Meats (N11), Slaney Meats (N80), and Glanbia Clonroche (N30) **which are identified on Map No. X.** For this type of development, new, or intensified use of existing, access/egress points onto the national road network will only be permitted where it has been demonstrated that **the development is compliant with proper planning and sustainable development,** that there is no alternative access/egress point available and that **the envisaged usage** the access/egress point will not give rise to public safety hazards or obstruction of other national road users. **The development will be subject to the development management standards outlined in Chapter 18.**
3. Developments relating to significant enterprises and employers, existing and proposed, on lands zoned for such uses in the environs of ~~Rosslare Harbour~~, Wexford, Enniscorthy and New Ross. For this type of development, new, or intensified use of existing, access/egress points onto the national road network will only be permitted where it has been demonstrated that **the development is compliant with proper planning and sustainable development,** that there is no alternative access/egress point available and **that the envisaged usage of the** access/egress point will not give rise to public safety hazards or obstruction of other national road users. **The development will be subject to the development management standards outlined in Chapter 18. The Council will review the speed limits in areas where existing employers or zoned land exists with the intention of reducing, where appropriate, the speed limits and subject to the appropriate statutory process.**

4. Development for other purposes on sites where there is existing development (for example at St Senan's Hospital and the quarries at Brownswood, Enniscorthy), and on existing zoned land (for example at the south eastern edge of Bunclody). Development will be considered where it has been demonstrated that the development is compliant with proper planning and sustainable development, that there is no alternative access/egress point available and that the envisaged usage of the access/egress point will not give rise to public safety hazards or obstruction of other national road users. The development will be subject to the development management standards outlined in Chapter 18.

#### Speed limit between 50-60kph:

A limited level of access in these transition zones may be permitted which facilitates orderly urban development and which would not lead to a proliferation of such entrances, leading to a diminution in the role of these transitional zones. The Council will have regard to the nature of proposed development and the volume of traffic to be generated by it and implications for the safety, capacity and efficient operation of the national road. A Road Safety Audit, prepared in accordance with the Design Manual for Roads and Bridges (NRA, 2010), shall be submitted for development proposals which require a new access or significant intensification of an existing access.

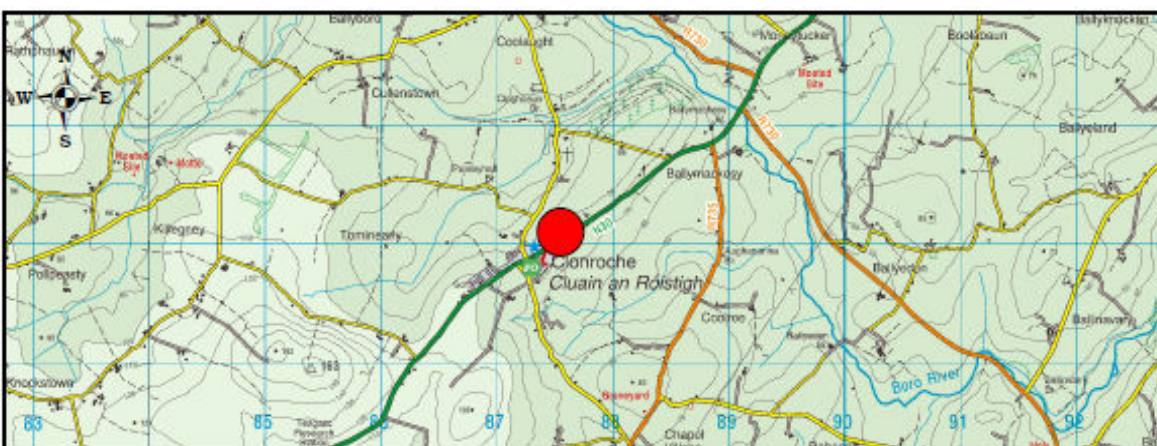
#### Access within 50kmh zone

Accesses will normally be permitted subject to assessment of normal road safety, traffic management and design criteria. A Road Safety Audit, prepared in accordance with the Design Manual for Roads and Bridges (NRA, 2010), shall be submitted for development proposals which require a new access or significant intensification of an existing access.

**Map X : Existing established large enterprises and employers on the national road network.**



**Irish Country Meats**



**Glanbia**



**Slaney Meats**





## **Appendix B**

List of Prescribed Authorities,  
Infrastructure Providers and Stakeholders  
consulted



<b>Prescribed Authorities</b>	
1.	Minister for the Environment, Community and Local Government
2.	An Bord Pleanála
3.	Minister for Arts, Heritage and the Gaeltacht
4.	Minister for Agriculture, Food and the Marine
5.	Minister for Justice, Equality and Defence
6.	Minister for Education and Skills
7.	Minister for Communications, Energy and Natural Resources
8.	Minister for Transport, Tourism and Sport
9.	An Chomhairle Ealaíon
10.	The Office of Public Works
11.	Dublin Airport Authority
12.	Eirgrid
13.	Environmental Protection Agency
14.	ESB Head Office
15.	Forfás
16.	Fáilte Ireland
17.	Health Service Executive
18.	The Heritage Council
19.	Health and Safety Authority
20.	Inland Fisheries
21.	National Roads Authority
22.	An Taisce
23.	The Secretary, Kilkenny Co. Co
24.	The Secretary, Waterford Co. Co
25.	The Secretary, Wicklow Co. Co
26.	The Secretary, Carlow Co. Co
27.	County Development Board
28.	New Ross Town Council
29.	Gorey Town Council
30.	Wexford Borough Council
31.	Enniscorthy Town Council

**Prescribed Authorities**

32.	Mid-East Regional Authority
33.	Mid-West Regional Authority
34.	South-East Regional Authority
35.	South-West Regional Authority
36.	Midlands Regional Authority

**Infrastructure Providers**

1.	Bord Gáis Headquarters
2.	Iarnrod Eireann
3.	National Transport Authority
4.	Bus Eireann Head Office
5.	ESB Networks
6.	Vodafone
7.	O2
8.	Eircom
9.	Three
10	Meteor Mobile Communications Ltd

**Stakeholders**

1.	Wexford Chamber of Commerce
2.	Enniscorthy Chamber of Commerce
3.	Gorey Chamber of Commerce
4.	New Ross Chamber of Commerce
5.	Sports Active Wexford
6.	Wexford Childcare Committee
7.	Karin Dubsky Coastwatch
8.	FAS Head Office
9.	Office of South-East Fishersmans' Co-Operative Society
10.	IDA South-East Office
11.	Coillte
12.	CIF



Stakeholders	
13.	SERBD Project Co-Ordinator
14.	Tadgh O'Mahoney
15.	Enterprise Ireland
16.	Environment, Water and Emergency SPC
17.	Housing SPC
18.	Planning SPC
19.	Transportation SPC
20.	Economic and Social Development SPC
21.	County Wexford Tourism
22.	GAA
23.	FAI
24.	IFA
25.	Teagasc
26.	Wexford County Enterprise
27.	Wexford Campus Carlow I.T
28.	Sustainable Energy Authority of Ireland
29.	Geological Survey Ireland
30.	Irish Rural Dwellers Association
31.	Tourism Ireland
32.	Irish Maritime Development Officer
33.	ESB International
34.	South Tipperary County Council
35.	Waterford City Council
36.	County Wexford Partnership
37.	John P Lynch, Rosslare Europort
38.	Comhairle na Nog
39.	Minister for Children and Youth