

Rosslare Harbour and Kilrane Local Area Plan



2012-2018



Wexford County Council
Planning and Development



The Rosslare Harbour and Kilrane Local Area Plan was made by Wexford County Council on 13th February 2012. The Plan came into effect on 12th March 2012.

This Plan should be read in conjunction with the Wexford County Development Plan 2007-2013, in particular Section 10 Development Standards which will be applied to any development proposal within the Local Area Plan boundary.



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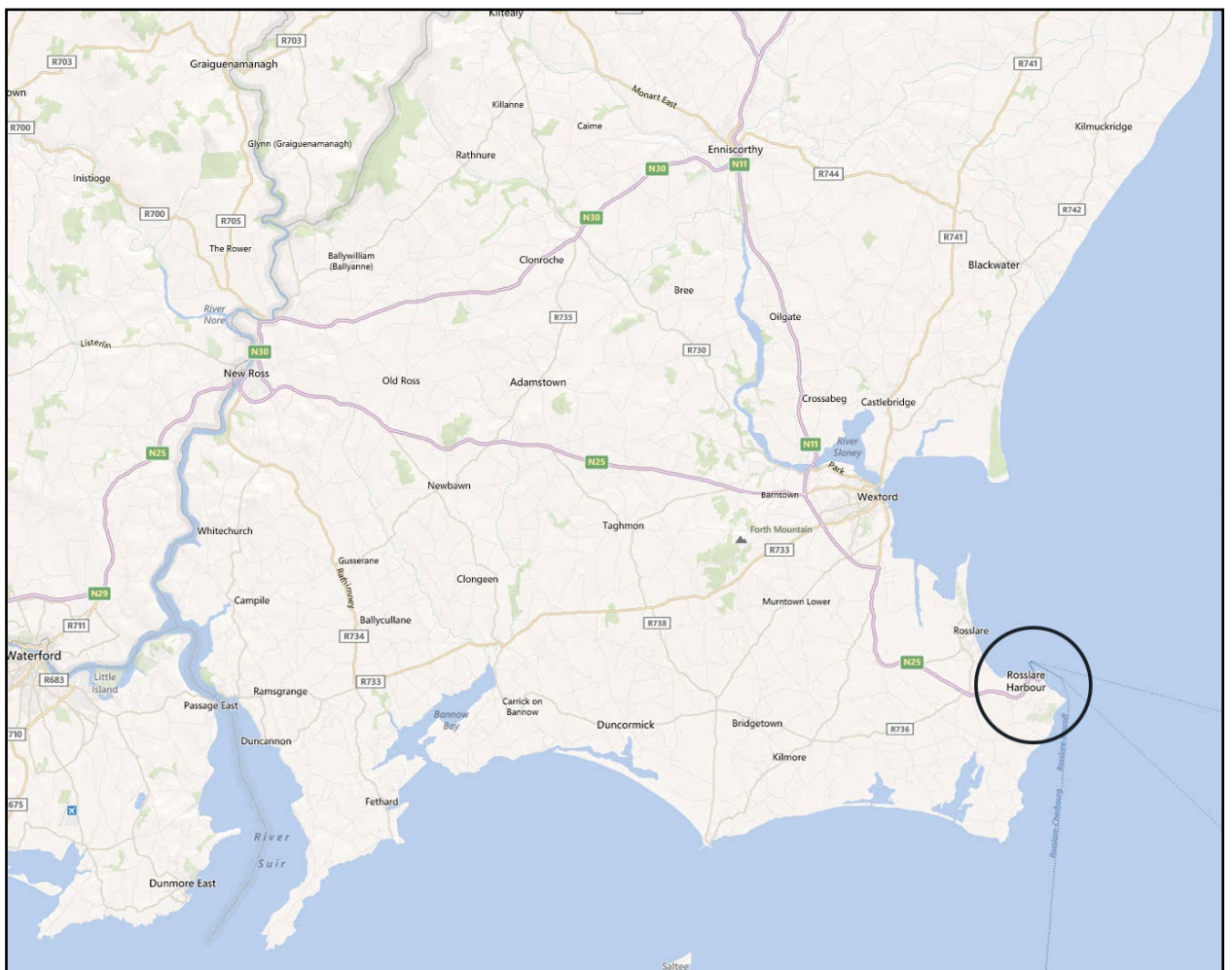
Map 2 Objectives Map



Introduction

1.1 Location and Background

Rosslare Europort is a major port in the south-east of Ireland, located on the N25 national primary road connecting Rosslare with Waterford and Cork. The N25 connects with the N11 Wexford to Dublin road outside Wexford Town approximately 15km north-west of the Harbour. The N11 and N25 form part of the developing Euroroutes E01 (Larne-Belfast-Dublin-Rosslare Harbour) and E30 (Rosslare Harbour-Wexford-New Ross-Waterford-Cork) respectively. Two separate railway lines run from the harbour - north to Dublin and west to Limerick. Unfortunately the Rosslare Harbour-Waterford section was closed in September 2010 but the line is being retained to enable services to resume when circumstances demand.



Above: Location of Rosslare Harbour and Kilrane (Source: www.bing.com/maps)

The Europort provides a gateway to the South-East Region from Britain and continental Europe. It is operated by Iarnród Éireann (Irish Rail) and offers regular services to Fishguard, Pembroke, Le Harve, Cherbourg and Roscoff. The area around the Harbour has developed into a small town with a number of shops, service industries, residential developments and community facilities.

Kilrane is located to the south-west of the Harbour. It provides a range of facilities for the rural hinterland including a Church, primary school, community centre, public houses and a shop. A significant amount of residential development has taken place in Kilrane in recent years.

To the south-west of Kilrane, adjacent to the plan area, is St. Helen's Bay. Land uses in this area comprise mainly of tourism uses including a number of holiday home developments and a 27-hole golf course and driving range.

1.2 Legal Status

This Local Area Plan (LAP) has been prepared in accordance with Sections 18, 19 and 20 of the Planning and Development Act 2000 (as amended), the Planning and Development Regulations 2001 (as amended) and the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (as amended). The Local Area Plan will remain in place for a period of six years from the date on which it is adopted, or for an extended period as provided under Section 19(d) of the Planning and Development Act 2000 (as amended).

The plan comprises of a written statement with policies and objectives which will guide the area's physical, environmental and social development over the next six years. A Strategic Environment Assessment (SEA) Environmental Report, Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA) are included as appendices to the plan. The LAP is consistent with the objectives of the Wexford County Development Plan 2007-2013 and should be read in conjunction with the aforementioned plan. Particular regard shall be had to the Development Management Standards contained in Section 10 of the County Development Plan.

1.3 Purpose of Local Area Plan

The purpose of this plan is to set out a strategy for the proper planning and sustainable development of Rosslare Harbour and Kilrane. This strategy will facilitate the planned, integrated and sustainable development of the area so that growth can take place in a co-ordinated manner, while protecting and preserving the area's character, heritage and amenity and making a positive contribution to people's quality of life.

1.4 Plan Area

The development boundary has been altered significantly from the Rosslare Harbour and Kilrane LAP 2002. The new development boundary has been created in line with best practice and having regard to the Guidance Note on Core Strategies issued by the Department of Environment, Heritage and Local Government (DEHLG) in November 2010, which requires the zoning objectives for 'excess' residential zoned lands to be addressed through phasing, alternative zoning objectives and/or deletion of zoning objectives. Regard has also been had to the following:

- The existing urban structure of Rosslare Harbour and Kilrane;
- The population growth targets for the area; and
- The opportunities for employment and enterprise developments presented by the Europort.

1.5 Planning Context

Town Function

Rosslare Harbour is a gateway to Ireland and in particular to the South-East Region. The Europort is linked to the national road and rail networks. The N25/E30 is identified in the National Spatial Strategy as a Strategic Linking Corridor forming part of the southern road corridor between Rosslare Harbour and Cork. The N11/E01, which connects with the N25 at Wexford Town some 15km north-west of the Harbour, is also identified as a Strategic Radial Corridor. A railway service operates from Rosslare Harbour to Dublin.

The Europort provides opportunities for spin-off industries around the Harbour and in nearby towns. Existing developments in the plan area include motor and transport related industries, as well as tourism related services and facilities. A large amount of undeveloped industrial zoned land, which is accessed by the N25/E30, is located to the

south-west of the port. New business and enterprise employment related industries will continue be facilitated in this area subject to appropriate development management standards.

Rosslare Harbour and Kilrane jointly function as a service centre for the population of the plan area and the surrounding rural hinterland. The urban area acts as a centre for residential, employment, educational and social services and it is important for the quality of life of the area's population that these services are retained, improved and expanded upon where necessary.

Physical Setting and Appreciation

Rosslare Harbour and Kilrane has developed as an organic, dispersed settlement. The N25 runs through the centre of the plan area, separating industrial lands to the west from the predominantly residential areas to the east. The plan area comprises of relatively flat land with the Europort and beach located at a significantly lower level, separated from the remainder of the plan area by the Dublin-Rosslare Harbour railway line. Rosslare Harbour forms part of County Wexford's coastline which is characterised as a Vulnerable Landscape. Any development is likely to result in significant visual impacts on this coastal landscape.



Above: Aerial View of Rosslare Harbour

1.6 Relationship with Other Plans

National Spatial Strategy 2002-2020

The National Spatial Strategy (NSS) is designed to achieve a better balance of social, economic, physical development and population growth between regions. This will be achieved through closer matching of where people live and where they work. The focus is on people, places and on building communities.

The key to the successful implementation of the NSS in the South-East Region is the formation of a strategic growth triangle with Waterford City as the Gateway, supported by Wexford and Kilkenny as hubs. Enniscorthy, New Ross and Gorey are recognised as important urban centres providing a range of services and opportunities for employment, whilst smaller towns and villages throughout the County will act as a focus for social and economic activity as well as housing.

Regional Planning Guidelines for the South-East Region 2010-2022

The Regional Planning Guidelines (RPGs) provide a long-term strategic planning framework for the development of the South-East Region up to 2022. The South-East Region is divided into six smaller sub-areas. Rosslare Harbour is located within Sub-Area A (Waterford-Kilkenny-Wexford Triangle). The principal issues associated within this area are:

- Development of critical mass of Gateway and Hubs a priority
- Larger towns (i.e. Tramore, New Ross, Carrick-on-Suir) to be strengthened
- ***Smaller towns and villages to be strengthened***
- Urban generated rural housing to be carefully monitored and controlled
- Transportation links between gateway and hubs to be improved
- Links to national Gateways and the regional Hubs/County Towns require improvement
- Internal roads network and public transport require improvement
- Economic, Social and Cultural infrastructure to be improved
- ***Exploit potential of location of Rosslare Europort***
- Tourism development to be facilitated
- Sustainable Rural Development
- Scenic areas and sensitive coastal landscapes

The RPGs recognise that smaller towns and villages play important roles as service, retail and residential centres. These towns and villages need to be developed in a way that respects their existing character while at the same time strengthening their role as local service centres. A balance needs to be struck between encouraging development in towns and villages and ensuring that the design, layout, character and scale of new residential development fits well with the town or village and presents a high quality living environment.

The guidelines acknowledge that Rosslare Europort is a major port in the region with great potential in the logistics sector. The port provides a strategic international access from Britain and continental Europe to the Waterford Gateway and South-East Region. Specific reference is made to the need for improvements to the Rosslare Europort-Waterford-Limerick railway line and the delivery of a rail cargo depot which would facilitate the development of logistics business and help to divert some heavy commercial traffic from the public road network.



Above: Rosslare Harbour and Shoreline

The following specific goals/objectives relating to Rosslare Harbour are included in the Regional Development Strategy contained in the RPGs:

- C4 Enhancing access routes (road and rail) to the region's ports, recognising the important contribution of Rosslare Europort, Waterford Port and New Ross Port to the economic infrastructure of the Region.
- C5 Supporting the sustainable development of effective public transport by bus and rail between Waterford City and Dublin and from Cork and Limerick to Waterford including upgrading the Rosslare-Waterford rail line.
- C9 Upgrading of the N25 along the Atlantic Corridor linking Waterford with Cork and Rosslare and connecting them to the urban settlements of Dungarvan, Wexford and New Ross within the Region.
- C10 Improving transportation links between Rosslare Europort, Wexford and Dublin resulting from improvements to the N11/M11 and improved rail services.
- C11 Establishing a spatial policy framework through which development of the ports in the Region can be co-ordinated to deliver a critical mass of services and facilities, boosting the national and international competitiveness of the Region.
- C12 Promoting an increased frequency of rail services on the Waterford to Dublin line and a reduction in journey times between all centres of population along the line and supporting the upgrading and rescheduling of services on the Rosslare to Limerick Rail Line (via Waterford) to provide for high quality and frequent commuter services with onward connections to Limerick and the Western Rail Corridor.



National Planning Guidelines

Planning Authorities are required by the Planning and Development Act 2000 (as amended) to have regard to Ministerial Guidelines issued by DEHLG. This includes guidelines on Housing Strategies, Architectural Conservation, Urban Design, Childcare Facilities, Apartments, Development Management, Development Plans, Landscapes, Schools, Quarries, Retail Planning, Strategic Environmental Assessment, Sustainable Rural Housing, Sustainable Residential Development in Urban Areas, Telecommunication Structures, Flood Risk Management, Wind Energy Development, Appropriate Assessment and National Roads and Spatial Planning. The Council has had regard to these guidelines in the preparation of this plan and will vary the plan, where necessary, to take account of any new guidelines published during the plan period.

Wexford County Development Plan 2007-2013

The Settlement Strategy contained in Variation No. 1 of the Wexford County Development Plan 2007-2013 identifies Rosslare Harbour as a one of four District Towns. These towns are being targeted for growth as centres that can perform an important role in driving the spatial development of the County and the Region. These towns have well developed services, good transport links and community facilities and have the capacity to accommodate additional growth subject to certain physical infrastructural investments.

Wexford County Council recognises that the continued development of Rosslare Europort is of strategic importance for the development of industry, tourism and commerce in the County and the South-East Region. It is the policy of the Council, as stated in Section 3.6 of the County Development Plan 2007-2013 (policy TP14), to maximise the economic potential of the Rosslare port facilities and promote the development of associated port related employment.

The County Development Plan contains other policies and objectives on aspects such as transport, economic development, housing, infrastructure, community, tourism, recreation and heritage. The County Development Plan is the overarching plan and as such the policies and objectives of this LAP will be consistent with that plan.

1.7 Strategic Environmental Assessment

The EU Strategic Environmental Assessment Directive (2001/42/EC), otherwise referred to as the SEA Directive, requires all member states to systematically evaluate the likely significant effects on the environment of implementing a plan or programme prior to its adoption. The Planning and Development (Strategic Environmental Assessment) Regulations 2004 (as amended) require SEA to be carried out in respect of an LAP where the population of the area is 5,000 persons or more, where the area covered by the plan is more than 50 square kilometres or where the plan is for a town and its environs. In all other cases, SEA must be carried out where it is considered that the plan would be likely to have significant effects on the environment. This is determined through a screening process.

SEA is a valuable tool that influences decision-making at each stage in the development plan process; to improve the environmental sustainability of the plan and to raise awareness of the potential environmental consequences of its implementation so that these consequences may be mitigated or avoided altogether.



Above: View of Beach at Rosslare Harbour

In accordance with the SEA Directive a screening report was prepared for this plan and consultation with the designated Environmental Authorities was carried out. The screening process determined that the implementation of the Rosslare Harbour and Kilrane LAP would be likely to have significant effects on the environment and an SEA was therefore required to be carried out. An Environmental Report was subsequently prepared in conjunction with the preparation of the plan (The environmental Report is contained in Appendix 1). The report documents the likely significant effects of implementing the plan and outlines measures to maximise positive effects and reduce or offset potential adverse effects. The report also identifies methods for monitoring environmental effects over the lifetime of the plan.

An SEA Statement has also been prepared. The Statement documents how the SEA has influenced the plan and how environmental considerations were taken into account during the preparation and adoption of the plan. The purpose of the SEA Statement is to make the decision process more transparent and to make the environment a central focus of the decision-making process.

1.8 Appropriate Assessment

Articles 6(3) and 6(4) of the Habitats Directive (92/43/EEC) place an obligation on planning authorities to consider the effects of every plan and project on Natura 2000 sites through a process known as Appropriate Assessment (AA). Natura 2000 sites are sites of biodiversity importance for rare and threatened habitats and species across the EU. They include Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). The purpose of AA is to put concern for potential effects on Natura 2000 sites at the forefront of every decision made in relation to plans and projects at all stages, including decisions to provide funding and other support.

Similar to the SEA process a screening test is first carried out to determine, on the basis of a preliminary assessment and objective criteria, whether a plan or project, alone and in combination with other plans or projects, could have significant effects on a Natura 2000 site in view of the site's conservation objectives. Where likely significant effects, or uncertain effects, are identified at the screening stage an AA will be required.

The AA screening carried out for the Rosslare Harbour and Kilrane LAP 2012-2018 determined that potential effects on Natura 2000 sites were uncertain and an AA was therefore required to be carried out. The AA is contained in Appendix 2.

The AA predicts four potential significant effects, either alone or in combination, on the integrity of Natura 2000 sites:

- Unknown impacts to important marine habitats arising from a key objective to facilitate the expansion of Rosslare Europort;
- Unknown impacts to important marine habitats arising from a key objective to implement coastal protection measures;
- Unknown impacts arising from an objective to increase the accessibility of the coastal area to the east of Rosslare Harbour; and
- Unknown impacts from wastewater discharge from the Europort.

Any proposals for expansion of the Europort, coastal protection works, or works to the coastal area to the east of Rosslare Harbour will be subject to AA at the project level. In accordance with Article 6 of the Habitats Directive and 'Appropriate Assessment of Plans and Projects in Ireland: Guidelines for Planning Authorities' (DEHLG, 2010), where adverse effects are identified through the AA process the project should be refused, except in certain exceptional circumstances where there are imperative reasons of overriding public interest (IROPI), including those of a social or economic nature. In such cases it must be demonstrated that there are no less damaging alternative solutions and compensatory measures have been identified that can be put in place. The European Commission must be informed of the compensatory measures and will review whether they are sufficient to ensure that the coherence of the network of Natura sites is maintained.

Where the site concerned hosts a priority natural habitat type and/or a priority 1 species the only considerations which may be raised are those relating to human health or public safety, to beneficial consequences of primary importance for the environment or, further to an opinion from the Commission to other imperative reasons of overriding public interest.

Population & Socio-Economic Profile

2.1 Population

The information relating to the population of Ballygerry (Rosslare Harbour) and Kilrane has been obtained using the latest available information from the 2006 Census. The 2011 Census information for Rosslare Harbour and Kilrane was not available at the time of preparing this plan. The 2006 Census information shows that the population of Ballygerry and Kilrane Census Towns increased by 126 persons or 9.4% between 2002 and 2006. The population growth was unevenly distributed with Kilrane increasing by 39.8% during this period while Ballygerry increased by just 0.3%. This reflects the significant number of new residential developments constructed and occupied in the Kilrane area over the four year period, with very little residential development occurring in the Harbour.

Table 1: Population Change 2002-2006

Area	Persons 2002	Persons 2006	Change 2002-2006	% Change 2002-2006
Ballygerry (Rosslare Harbour)	1038	1041	3	0.3%
Kilrane	309	432	123	39.8%
Total	1,347	1,473	126	9.4%

Source: CSO Census 2006

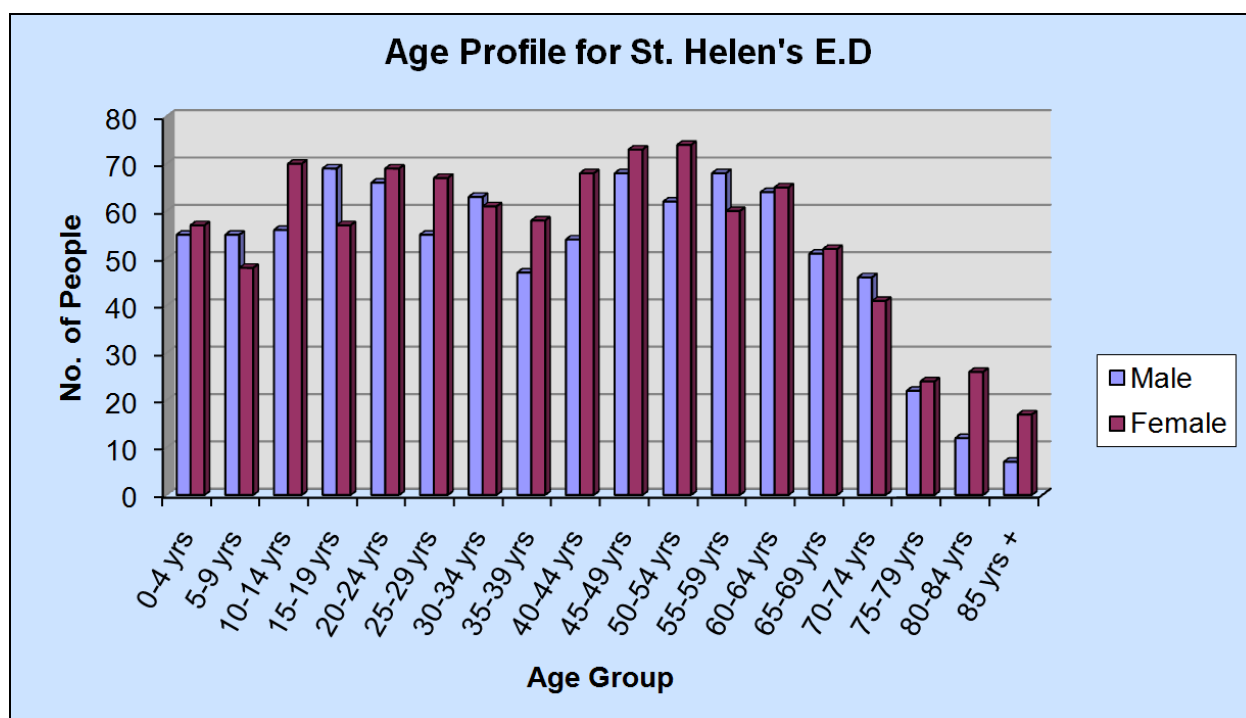
A detailed profile for Ballygerry and Kilrane Census Towns is not available so the information provided in the following sections has been derived from census information for St. Helen's E.D. into which both villages fall. By using this information a general picture of the age profile, employment and travel patterns of the area can be established.

2.2 Age Profile

The age profile for St. Helens E.D shows relatively even numbers of people within each age bracket but the largest proportion of the population is between the ages of 45 and 49. The age profile suggests that there are high numbers of families living in the area but there are also relatively high numbers of elderly people with 15.6% of the population over the age of 65. This has implications for the LAP in terms of housing provision and facilities for the elderly.

The 15-24 age group makes up 13.7% of the population which is similar to the proportion of 15-24 year olds in the County. The proportion of population in the 0-14 age group (17.9%) and the 25-44 age group (13.7%) are significantly lower than the average for the County while the 45-64 and 65+ age groups are significantly higher at 28% and 15.6% respectively.

Chart 1: Age Profile for St. Helen's E.D

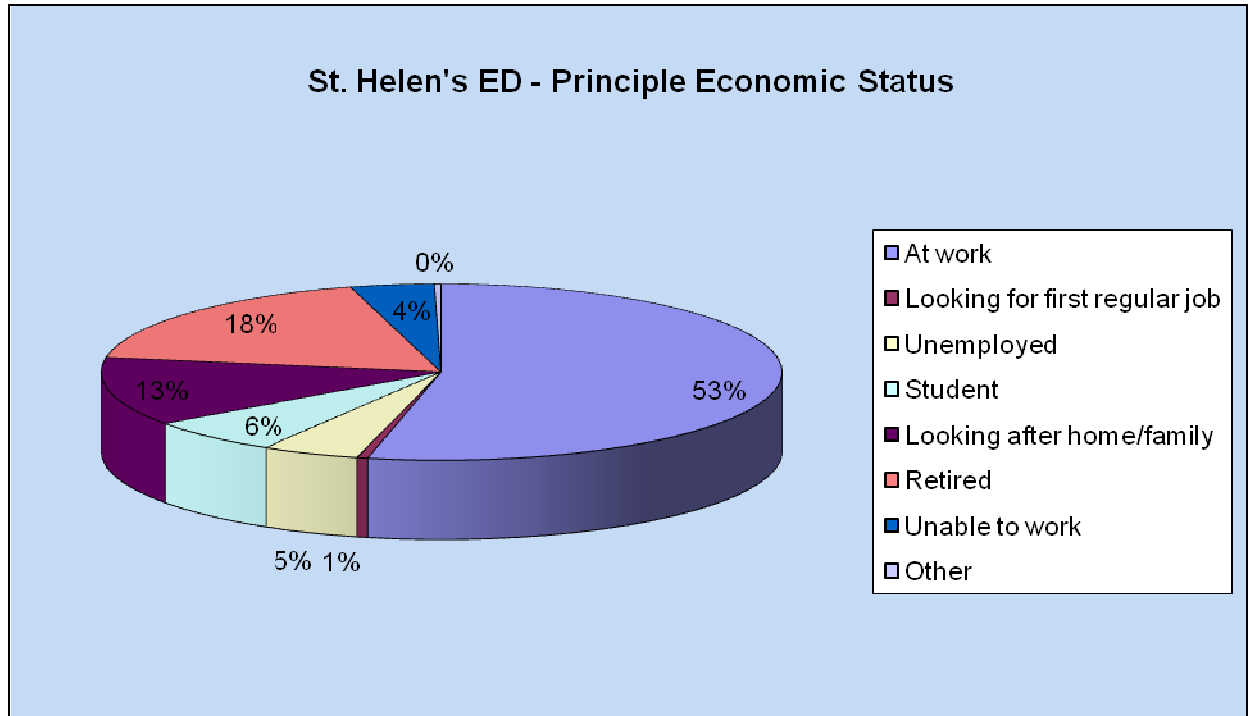


2.3 Employment

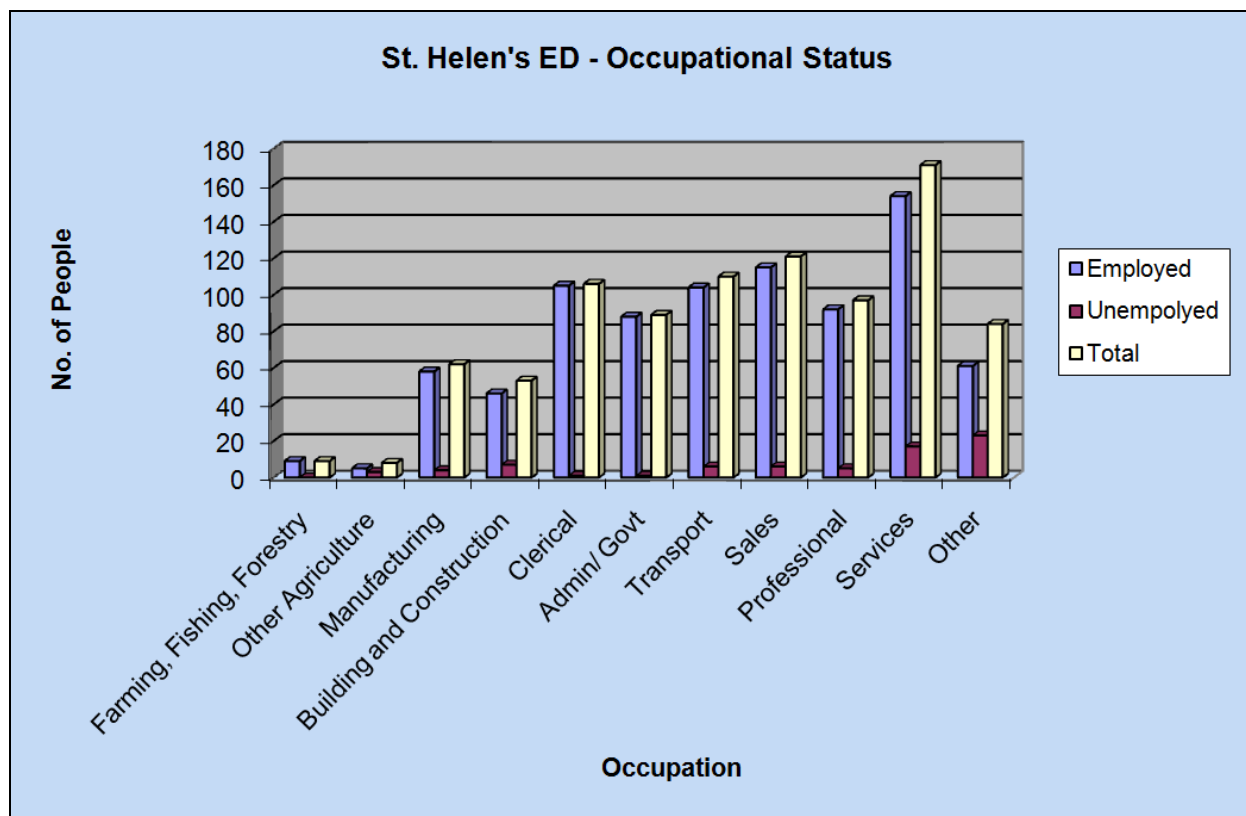
The employment profile for St. Helen's E.D. is similar to that for the County, however a higher proportion of the workforce in the E.D. are classified as retired (18%) compared to the average for the county (12.3%). 53% of the population in St. Helen's E.D. were classified as being 'at work' in 2006 while 5% were classified as being unemployed in

the same year. The remainder of the population is spread between those classified as students (6%), those looking for first regular job (1%), those looking after the home or a family member (13%) and those who are unable to work due to illness or disability (4%).

Chart 2: St. Helen's ED - Principle Economic Status



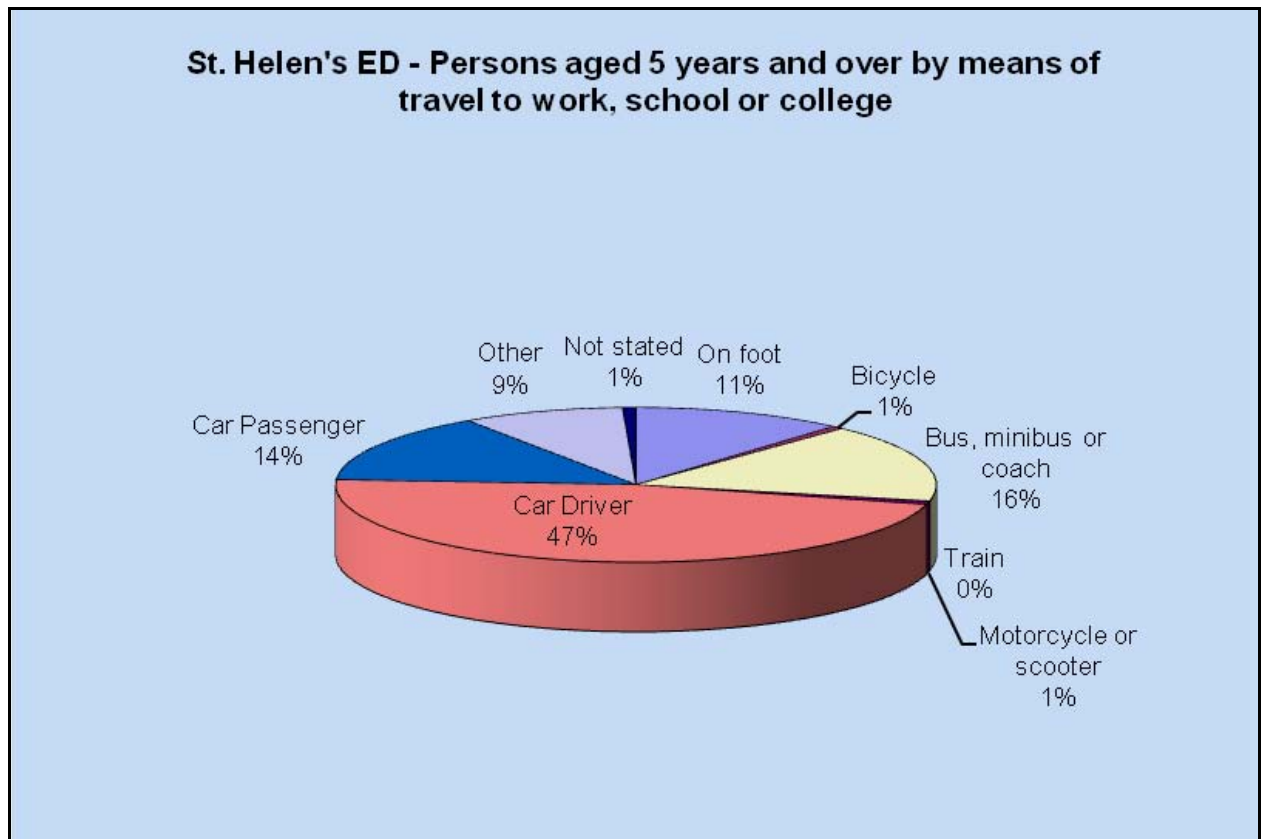
According to the 2006 Census St. Helen's E.D. has a high proportion of its population employed in the services sector, accounting for 154 people or 18% of the workforce. There are also high numbers of people employed in the sales (14%), clerical (13%) and transport (12%) sectors. Very few people in St. Helen's E.D. are employed in agriculture with only 2% of the population representing this sector.

Chart 3: St. Helen's ED - Occupational Status

2.4 Travel Patterns

1121 people in St. Helen's E.D. were surveyed on their travel patterns by the CSO in 2006. The preferred mode of transport was the private car with 46% of the population travelling as a car driver and a further 15% as a car passenger. The next most popular mode of transport is by bus, minibus or coach with 16% of the population choosing this type of travel. The most common stated distance travelled is 15-24 kilometres (21.6%) which suggests that a significant proportion of the population of St. Helen's commute to Wexford Town for work, school or college on a daily basis. 35.7% of the population are based locally within 2-4km of their home.

Chart 4: St. Helen's ED - Persons aged 5 years and over by means of travel to work, school or college



2.5 Unoccupied Housing

While the Census does not provide data on holiday homes, it does provide information on unoccupied houses which gives an indication of vacant houses in the area. The percentage of vacant dwellings in St. Helen's E.D. on the night of the census was 43.3% (529 houses out of a total housing stock of 1,245). This is high compared to the County average of 23.1% and State average of 16.7%. This pattern coincides with the fact that St. Helen's E.D. is situated on the coast and many of the houses are holiday home developments and are located outside of the plan area. Nevertheless, this has an effect on the provision of services in the area and how the future population growth is planned.

2.6 Population Projections

The population projections are consistent with the Core Strategy contained in Variation No. 1 of the County Development Plan 2007-2013. The Core Strategy has been prepared in accordance with the Planning and Development (Amendment) Act 2010, to incorporate the population targets for the County as set out in the RPGs. Rosslare

Harbour, which is identified as a District Town, is projected to grow by 20% over the plan period. Rosslare Harbour has been allocated additional population growth due to the fact that it is identified as a District Town, the availability of infrastructural capacity and the potential for significant industrial/port-related development that would increase the demand for housing in the area.



Above: Cliff Top Walk at Rosslare Harbour

The population of Rosslare Harbour and Kilrane has been estimated at 1,639 persons in 2011¹. This is assuming that the average growth rate for County Wexford as set out in the RPGs has occurred in Rosslare Harbour and Kilrane during the period 2006-2011. With 20% growth over the plan period this will result in an increase of 328 persons by 2021. Ten year projections have been included to provide for an additional five years allowed for under section 19 (d) of the Planning and Development Act 2000 (as amended) and the likelihood that this will be availed of during the lifetime of this plan.²

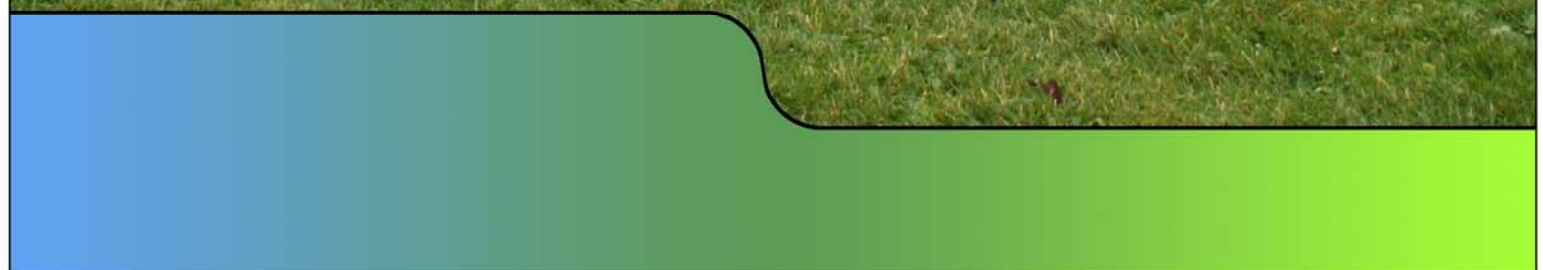
¹ This represents an increase of 166 persons or 11.3% during the period 2006-2011. The 2011 Census figures are not currently available for Rosslare Harbour and Kilrane. However, preliminary results published by the CSO indicate a growth rate of 10.2% in St. Helen's E. D. during the period 2006-2011.

² Section 19 (d) of the Planning and Development Act 2000 (as amended) states that not more than 5 years after the making of the previous local area plan, a planning authority may, as they consider appropriate, by resolution defer the sending of a notice under section 20(3)(a)(i) and publishing a notice under section 20(3)(a)(ii) for a further period not exceeding 5 years. This means that the plan can be in place for up to ten years.

Table 2: Population Projections 2011 - 2021

Area	Persons 2006 (CSO)	Persons 2011	Persons 2021
Ballygerry (Rosslare Hbr.)	1,041	1,158	1,390
Kilrane	432	481	577
Total	1,473	1,639	1,967

The population projections will be used to determine the requirement for housing in the plan area. This in turn will inform the amount of residential zoned land which is required to accommodate the future projected population. Future land requirements are discussed further in Section 4.4.



Urban Character Assessment

3.1 Historical Development

The birth of Rosslare Harbour was brought about by the development of the Railways in Ireland.³ In 1882 Ballygerry pier was completed and the railway from Wexford to Rosslare Harbour was officially opened. In the first few years there was little activity at the pier and in 1894 negotiations took place on the development of the harbour which would allow large passenger ships to dock. In 1896 the Fishguard and Rosslare Railways and Harbours Company was established and they undertook, in co-operation with the Great Western Railways of England and the Great Southern and Western, to reconstruct the pier. The building of the Rosslare Harbour to Waterford railway line was also undertaken at this time. Works were completed in 1906 with the official opening of the Fishguard-Rosslare Harbour Ferry service.

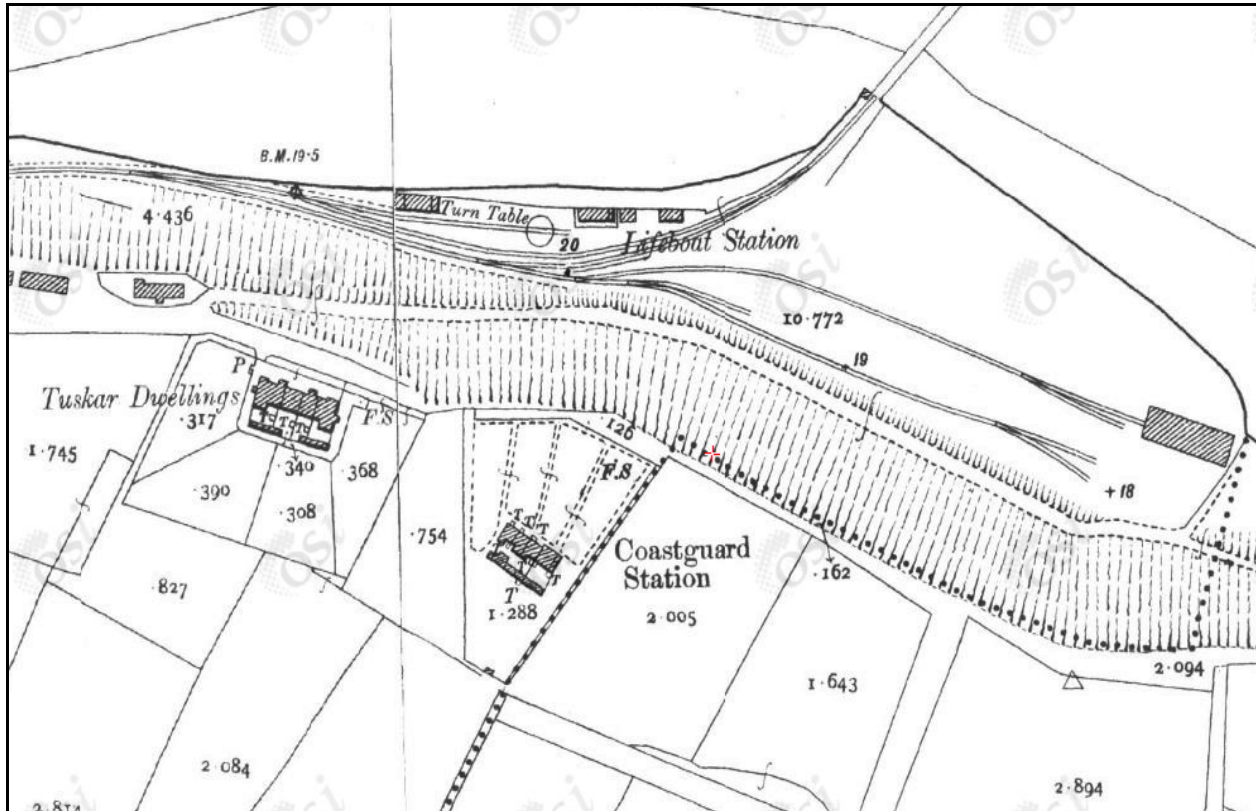
A new village was built at Rosslare Harbour in the early 1900s to accommodate the many employees of the expanding port. The village consisted of a social club, shop, handball alley, water reservoir, dormitory for overnighting locomotive crews, a water tower and other facilities.⁴ A new road (St. Martin's Road) was constructed from Kilrane railway station through the new village. With the advent of the car ferries in the 1960s the road was later extended to provide vehicular access to the pier.

Since then Rosslare Harbour has served a large number of emigrants and tourists. The area around the Harbour has developed into a small town with a range of shops, service industries, residential developments and community facilities. The Harbour is located in the townland of Ballygerry but was named after the village of Rosslare which is located some 4km away. Rosslare or 'Rosclare' from the old 13th century spelling means the point or headland of the wooden bridge.⁵

³ http://www.rosslareharbour.ie/rosslare_history/index.htm

⁴ Rosslare Harbour: Sea & Ships (Maddock, John: 1996)

⁵ <http://www.rosslareharbourparish.ie>

Map 1: Historical 25" Mapping 1888-1913Source: www.osi.ie

Kilrane village was established long before the development of Rosslare Harbour. There had been a school there for many years with records showing 26 full time pupils as early as 1834.⁶ Historical maps from 1840 show a small group of buildings at Kilrane including a school and a church, while maps from 1888-1913 show the addition of a post office and a forge.

**Above: Kilrane Village**

⁶ Rosslare Harbour: Past and Present (Maddock, John: 1986)

Map 2: Historical 25" Mapping 1888-1913

Source: www.osi.ie

3.2 Urban Character Assessment

Today Rosslare Harbour is a loosely formed low density settlement and the village presents as an organic rather than a planned settlement. Rosslare Harbour comprises of a wide range of dwelling types and designs dating from different periods, but generally they are low in height and of single or two-storey design. The dwellings are in detached, semi-detached and terraced arrangements and the size of individual curtilages varies considerably. Some address the street, others do not. The older part of the village is located along the cliff-top with buildings addressing the sea and road access provided from the south. It comprises of a number of hotels, a shop and social club as well as a large number of residential properties. In more recent times, commercial development has been mainly concentrated to the south-west of the Europort while a significant amount of residential infill development has occurred to the south of the port.

Kilrane village is located to the south-west of Rosslare Harbour. This village originally developed as a small settlement node but has seen significant residential development in recent years to the south and east of the village. A small industrial area is located to the south-east of the village. It includes a Waste Transfer Station and a logistics centre.

3.2.1 Character Zones

Given the extent and nature of the plan area it was decided to divide the area into different character zones for the purposes of this chapter.

Character Area 1: Europort and Logistics Area

Rosslare Europort is the main commercial attraction in the area and its importance for the economic development of the County cannot be understated. A commercial/logistics area is located to the south-west of the Europort, which includes a large area of undeveloped land. There is also a significant portion of reclaimed land adjacent to the port which is currently under-utilised. There is considerable potential to develop further shore based economic activity in this area which would contribute substantially to the economic development of the County and the South-East Region.

Character Area 2: New Town Centre

The new town centre has developed recently to the south-west of the Europort. It is defined by a small number of mixed use developments arranged around a staggered crossroads on the N25. The town centre currently incorporates a shopping centre, Church and bank. A mixed use development has also recently been granted planning permission on a corner site to the north-east of this crossroads. Current proposals are in place to develop a new access road to the Europort as part of the N25 upgrade from Wexford Town. If completed, this will take heavy traffic out of the core area making it a more attractive urban centre.

Character Area 3: Old Settlement Area

The old village of Rosslare Harbour is located along the cliff top to the south of the Europort. It comprises of a number of hotels, a shop and social club as well as a large number of residential properties. This area is characterised by a mix of dwelling types including single and two-storey dwellings in detached, semi-detached and terraced arrangements. It incorporates the old railway houses and coastguard station. It also includes the (now vacant) Rosslare weather station which operated from 1956 to 2008.⁷

⁷ <http://www.met.ie/about/weatherobservingstations/rosslare.asp>

Character Area 4: Kilrane

Kilrane is a predominantly residential area with local services including a school, church, community centre, shop and pubs. The older buildings in the village core date from the 19th century. A significant amount of residential development has occurred to the south of the village over the last ten years.

3.2.2 Distinctive Features of the Streetscape

Rosslare Harbour is a loosely formed, low density settlement with a mix of building types and plots of various shapes and sizes. There is no central civic space and the village has evolved as an organic rather than a planned settlement. Recent development has occurred along the N25 approach road from Wexford Town and on backland and infill sites.

The most distinctive features of the streetscape within the plan area include:

- An arrangement of 19th century buildings which make up Kilrane village centre;
- An arrangement of town centre buildings on the N25 approach road to the Europort which includes Rosslare Shopping Centre and St. Patrick's Church;
- A row of buildings along the cliff-top overlooking the Europort which includes the old coastguard station and lighthouse keeper's residence;
- The 'railway houses' arranged around the Memorial Park;
- A number of laneways which provide access to the cliff-top and various developments throughout the plan area.

3.2.3 Buildings in the Town

The majority of the area's building stock is of twentieth century origin with a small group of 19th century buildings located at Kilrane. Rosslare Harbour displays a number of local landmark buildings including the Port Terminal Building, St. Patrick's Church, Rosslare Harbour Weather Station and the Coastguard Station. A number of hotels also provide local landmarks/meeting points.



Above: St. Ruane's Church, Kilrane

Rosslare Shopping Centre occupies a prominent corner site on the approach to Rosslare Europort while the old railway houses reflect the history of the village and its connection to Fishguard.

In Kilrane local landmark buildings include St. Ruane's Church, Kilrane National School and a community centre. St. Ruane's Church is located at the entry to the plan area on the approach road from Wexford Town. The Church was built c.1836 and is included on the Record of Protected Structures.

There are opportunities to develop new landmark buildings in the plan area, in particular around Rosslare Harbour. The Europort provides an entry point for visitors to the country and first impressions can often decide a tourist's view. The development of 'gateway visuals' on access routes to and from the Port could improve the attractiveness of the area for visitors, investors and the local community. All new buildings should respect and enhance the existing character and heritage of the area and contribute to achieving a sense of place and local identity.



Above: Memorial Park, Rosslare Harbour

3.2.4 The Interrelationship between Buildings and Spaces

The settlement of Rosslare Harbour came about following the opening of the port and railway line. As a result some of the earliest buildings were constructed along the cliff top overlooking the harbour. A walkway is provided to the front of these buildings with views across the sea. The provision of street furniture adds to the attractiveness of the walkway for visitors and residents while public lighting and passive supervision from buildings provides an element of security. The walkway extends by way of a narrow track onto a green/play area at Ballyknockan (adjacent to St. Brendan's Estate). Wooden steps lead from this green to the beach below, although they are presently in need of repair.



Above: Cliff-top Walk, Rosslare Harbour

A Memorial Park is located adjacent to the Railway Social Club at Rosslare Harbour. The park is surrounded by the old railway houses which provide a sense of enclosure to this space. Adjacent to this there is a strip of landscaped open space which surrounds Tuskamore Avenue known locally as 'Kirwan's Garden.' Although well maintained by local residents, this area is difficult to access and is not passively overlooked or addressed by any buildings.



There is an opportunity, through the LAP process, to create an improved urban structure where buildings are designed to take account of place and space. Urban design can affect the quality of our everyday lives in the way we perceive our surrounding environment. Future design should integrate good spatial layout, high quality landscape design and green infrastructure linkages in the retrofitting of under-functioning landscapes and in the design of new places.

3.2.5 Infill Development Opportunities

There are a number of sites within the plan area which would benefit from infill developments. The Council will encourage and facilitate infill housing development including the redevelopment of vacant, derelict or underused sites. Developments should be carefully designed to provide good linkages between new and existing developments and the design must be in harmony with the existing character of the area in terms of density and details such as window types, heights, materials, finishes, building lines and roof pitches.



Above: Rosslare Harbour

3.2.6 Other Urban Design Elements

A uniform design approach or some element of continuity is required to create harmony. In a traditional streetscape this can be achieved through similar building heights, façade widths, materials and building lines. On the edge of the town where this continuity of design and sense of place is easily lost it can be counteracted by simple design elements such as common boundary treatment, for example, standard stone wall treatment.

3.2.7 Views to Protect

Rosslare Harbour forms part of County Wexford's coastline. This area is characterised as a vulnerable landscape and any new development is likely to have a significant visual impact. The Council will ensure that development shall not take place where it would adversely impact on the basic qualities and attractions of the coast. Views from the cliff-top overlooking the coastline and the sea will be protected where possible.



3.3 Strengths, Weaknesses, Opportunities and Threats (SWOT) Analysis

From a review of the existing available data and literature, and after consultation with the public, the main strengths, weaknesses, opportunities and threats for the LAP are identified as follows:

Strengths:

- Rosslare Europort which acts as a gateway to the County and the South-East Region;
- Good transport links;
- Availability of infrastructural capacity including water and wastewater treatment to accommodate new development;
- Good range of local services (e.g. pubs, shops, post office);
- Access to nearby larger towns; and
- Coastal landscape/seascape.

Weaknesses:

- Disused Rosslare-Waterford railway line;
- Traffic volumes and pedestrian safety;
- Poor connectivity and linkages within the plan area;
- Maintenance of walkways and public rights-of way;
- Accessibility and facilities at beach including facilities for persons with a disability;
- Inadequate parking facilities/services for lorries;
- Lack of functional public open space;
- Lack of tourist information facilities;
- Vacant and derelict buildings; and
- Poor/cluttered signage.

Opportunities:

- Potential for shore-based economic activity and employment based on growth in freight and passenger numbers;
- Potential for tourism development based on the coastal landscape, marine environment, proximity to other tourist attractions, availability of public transport, passenger ferries and a good road network;
- Consolidation of town and infill development opportunities;
- Creation of a strong, vibrant town centre;
- Improvements to the village/townscape and improved urban design;
- Creation of new/improved linkages within the development boundary;
- New access road to Europort alleviating pedestrian safety problems;
- Provision of efficient rail freight and passenger services to Dublin and Waterford/Limerick;
- Creation of well designed, accessible public open spaces and green linkages; and
- Protection of the built environment and natural heritage.

Threats:

- Incoherent growth of town;
- Further development on the periphery of the town with poor connectivity to community facilities and the town centre;
- Inaccessible backlands;
- Increased traffic through the town centre; and
- Deterioration of the Rosslare Harbour-Waterford rail line.

To ensure the sustainable development of Rosslare Harbour and Kilrane, the strengths and opportunities outlined above need to be encouraged, protected and developed. The threats and weaknesses need to be addressed and monitored. Therefore the above SWOT analysis has been used to help formulate the policies and objectives within the LAP.



Development Strategy

4.1 Context for Development Strategy

The RPG's recognise the development potential of Rosslare Harbour in terms of value-added shore based economic activity. There is significant development potential in the logistics sector, given its strategic location with good and continuously improving road links with Dublin, Cork and other major economic centres. The Europort provides a strategic international access from Britain and continental Europe to the South-East Region and needs to be serviced by an efficient rail freight service if it is to develop to its full potential. A top quality rail passenger service is also required to meet the needs of those using the ferry port.

Rosslare Harbour is identified as a District Town in the Settlement Strategy contained in Variation No. 1 of the Wexford County Development Plan 2007-2013. These towns are being targeted for growth as centres that can perform an important role in driving the spatial development of the County and the Region. These towns have well developed services, good transport links and community facilities and have the capacity to accommodate additional growth subject to certain physical infrastructural investments.

Wexford County Council recognises that the continued development of Rosslare Europort is of strategic importance for the development of industry, tourism and commerce in the County and the South-East Region. It is the policy of the Council, as stated in Section 3.6 of the County Development Plan 2007-2013 (policy TP14), to maximise the economic potential of the Rosslare port facilities and promote the development of associated port related employment.

This policy is also an integral part of the Council's Strategy Positioning Wexford for the Upturn which recognises that the Europort is a strategic asset in the County which should be exploited to its full potential. The Europort is the second largest RoRo port after Dublin and is the nearest crossing point to the European mainland. The strategy

seeks to ensure that the hinterland of the port is developed to realise potential growth in the logistics sector. It also recognises the role of the Europort in the tourism sector and the need for 'gateway visuals' to improve the attractiveness of the area for investors and visitors alike. There are opportunities for ferry companies to maximise visitor numbers with the increasing perceived hassle of airports. The Europort presents further opportunity for companies in the food sector in County Wexford with the network of logistics operators in the area minimising the time it takes to get their produce to market.



Above: Rosslare Europort, Rosslare Harbour

The Council's Strategy Job Creation from the Generation and Utilisation of Energy from Renewable Energy Resources (June 2010) seeks to create a green economy in County Wexford. The overall aim of this strategy is to stimulate the manufacturing of renewable energy technologies and incentivise the supply of energy crops. The Strategy highlights the potential to develop Rosslare Europort, as a Sustainable Energy Zone (SEZ), as a centre to support the renewable energy industry with potential for wind, wave, tidal and electric vehicles development. This would create job opportunities and high export potential to the UK and mainland Europe.

Having regard to the above policies and strategies, the SWOT analysis contained in Section 3.3 of this plan and submissions and observations received from members of the public, the development strategy for Rosslare Harbour and Kilrane is set out below.

4.2 Strategic Vision

Vision: To realise the potential of Rosslare Europort as a strategic asset of County Wexford while also ensuring the planned, integrated and sustainable development of Rosslare Harbour and Kilrane and ensuring the protection of our natural amenity areas.

This vision will be realised through:

- Facilitating the proper and sustainable development of Rosslare Harbour and Kilrane with appropriate amounts of residential, economic, tourism and recreational development and the provision of adequate services and facilities to serve the local community;
- Providing a strong and coherent town structure in which land uses are organised in a manner which is attractive, efficient and which facilitates ease of movement and protects the amenities of its residents;
- Supporting a Strategic Plan for Rosslare Europort and its hinterland so as to return the port to growth and increase the value added generated by the port in terms of employment and enterprise in accordance with the Council's Strategy Positioning Wexford for the Upturn;
- Supporting the development of Rosslare Europort as a Sustainable Energy Zone (SEZ) in accordance with the Council's Strategy Job Creation from the Generation and Utilisation of Energy from Renewable Energy Resources. This involves the development of Rosslare Europort as a centre to support the renewable energy industry and electric vehicle developments;
- Supporting the provision of an efficient rail freight and passenger service between Rosslare Europort, Dublin and Limerick (via Waterford);
- Promoting and facilitating, through the development management process, 'visual gateways' and other improvements to the built environment to enhance the area and increase its attractiveness to investors and visitors;
- Ensuring the protection of natural heritage and amenity areas.

The LAP builds upon the strategy of the Wexford County Development Plan 2007-2013 by supporting and promoting the sustainable development of Rosslare Harbour and Kilrane as a self-supporting community, enjoying a good standard of life in terms of housing, employment, amenities, transport and natural environment. The Council recognises that the town must offer living and working conditions, educational, recreational and community opportunities of the highest quality in an attractive urban environment.

The development of Rosslare Harbour has important implications for reducing carbon dioxide (CO₂) emissions. The development of enterprise adjacent to the port can reduce heavy vehicle traffic and the provision of an efficient rail freight service between Rosslare Europort, Dublin and Waterford could also divert some heavy commercial traffic from our roads. An efficient rail passenger service together with a high quality bus service would also promote growth in the tourist industry and offer a viable alternative to the car. The development of the renewable energy and electric vehicles sectors at Rosslare Harbour has obvious wider benefits in terms of reducing greenhouse gas emissions and developing a green image for County Wexford.

4.3 Key Objectives

The development strategy is based on a number of key objectives as follows:

- To support the sustainable development of Rosslare Europort, including the extension and deepening of the port, where feasible, in accordance with Article 6 of the Habitats Directive;
- To ensure that sufficient serviced lands are provided to facilitate international investment and enterprises in the vicinity of Rosslare Europort;
- To improve transport infrastructure and services in the area;
- To create a compact and vibrant town centre;
- To accommodate infill development in the undeveloped areas and pockets created in the existing development pattern;
- To sustain and enhance the role of the town as a service centre for the surrounding rural hinterland;
- To ensure that sufficient lands are provided to meet the identified housing needs in the area over the lifetime of the plan;
- To facilitate the provision of employment opportunities;

- To ensure a sufficient water supply, wastewater treatment and disposal infrastructure to serve existing and future development in the area;
- To provide opportunities for appropriate landmark buildings in the Rosslare Harbour area;
- To provide opportunities for improved urban design and form;
- To successfully integrate Rosslare Harbour and Kilrane through the provision of road, pedestrian and cycle linkages;
- To facilitate the provision of high quality public open spaces within the plan area;
- To promote the sustainable development of tourism and recreational facilities in the plan area;
- To conserve and protect the environment including the archaeological and natural heritage and EU designated sites;
- To have regard to coastal zone areas designated under the County Development Plan 2007-2013;
- To facilitate coastal protection works provided that such works do not give rise to significant adverse impacts on the integrity of any Natura 2000 site.

4.4 Future Land Requirements

4.4.1 Residential Land Requirements

Future residential land requirements are informed by the population projections contained in Section 2. The population projections are consistent with the Core Strategy contained in Variation No. 1 of the County Development Plan 2007-2013. The Core Strategy has been prepared in accordance with the Planning and Development (Amendment) Act 2010, to incorporate the population targets for the County as set out in the RPGs. Rosslare Harbour, which is identified as a District Town, has been allocated a 20% growth rate over period 2011-2021. Rosslare Harbour has been allocated additional population growth due to the fact that it is identified as a District Town, the availability of infrastructural capacity and the potential for significant industrial/port-related development that would increase the demand for housing in the area.

The population of Rosslare Harbour and Kilrane has been estimated at 1,639 persons in 2011. This estimate assumes that the predicted growth applied to County Wexford in the RPGs has occurred in Rosslare Harbour between 2006 and 2011. Allowing for a

population growth of 20% during the plan period the population is expected to increase by a further 328 persons by 2021.⁸ This will bring the population to 1,967 persons by 2021. Based on the average household size for County Wexford of 2.85 persons per unit⁹, an additional 115 residential units would be required to accommodate the projected growth. Based on low density development (average 13.5 units per ha.) and allowing for an excess of 50%, this equates to 12.75 ha. of land. A total of 11.8 ha. is zoned solely for residential development in this Plan.

The unfinished housing estates in the plan area have not been included in the future land requirements due to the significant number of units classed as 'under construction.' These units have most likely suffered severe weather damage and are potentially unsuitable for habitation.

Table 3: Core Strategy Table

Zoning Objective	Proposed Zoning (Ha.)	Undeveloped Land Zoned under 2002 LAP (Ha.)	Excess (Ha.)
Residential*	13	66.5	53.5
Mixed Use Including Residential*	0	0	0

* The figures are based on the amount of undeveloped land and do not include brownfield sites

Approximately 66.5 ha. of land which was zoned for residential development under the 2002 plan remains undeveloped, which is significantly more than the 12.75 ha. of land required under this plan. It is therefore proposed, in accordance with Guidance Note on Core Strategies issued by the DEHLG in November 2010, to address the zoning objectives for 'excess' residential zoned lands through:

⁸ Ten year projections have been included to provide for an additional 5 years allowed for under section 19 (d) of the Planning and Development Act 2000, as amended, and the likelihood that this will be availed of for this plan. Section 19 (d) of the Planning and Development Act 2000, as amended, states that not more than 5 years after the making of the previous local area plan, a planning authority may, as they consider appropriate, by resolution defer the sending of a notice under section 20(3)(a)(i) and publishing a notice under section 20(3)(a)(ii) for a further period not exceeding 5 years. This means that the plan can be in place up to ten years.

⁹ 2006 Census, Volume 3, Table 19

- a. phasing of development
- b. alternative zoning objectives
- c. deletion of the zoning objective

20.7 ha. of the excess lands are to be rezoned from residential use to other uses including Open Space and Amenity, Community, Agriculture, Tourism and Port Related Activity. In addition it is proposed to omit 34 ha. of land which was zoned for residential use under the 2002 LAP. The remaining 11.8 ha. of residential zoned land is located adjacent to existing residential developments, community services and amenities. This will ensure the consolidated and compact growth of the town and ensure the efficient use of infrastructure and services.

4.4.2 Economic Development

It is not possible to identify with certainty the amount of land that may be required for economic activity. However, it is considered that the development strategy has provided adequate amounts of appropriately zoned land to suit the needs of small and medium enterprises as well as port-related shore-based activity. In considering the location of such development, particular regard has been had to the need to promote compact urban development and reduce car dependency through the integration of land uses.

4.4.3 Phasing of Development

In accordance with the Sustainable Residential Development in Urban Areas Guidelines (DEHLG, December 2008) and the Development Plans Guidelines (DEHLG, June 2007) a logical sequential approach has been taken in identifying lands to be zoned for future development. The lands identified for future development have been selected due to their proximity to the town centre, with emphasis on encouraging infill opportunities and better use of under-utilised lands. This will create a compact urban form which will result in the efficient use of infrastructure and services. The Council shall seek to ensure the provision of necessary infrastructure on a planned and phased basis in advance of new development where feasible.

4.5 Development Proposals

The Council will encourage developments which will lead to the creation of a compact urban structure through:

- Promoting the redevelopment of derelict, obsolete and brownfield sites;
- Encouraging the development of infill sites and backlands where this strengthens the streetscape and continuity of the urban grain; and
- Supporting the role of the town centre as the principal commercial area.

It is the policy of the Council that development proposals will only be considered where they:

- Provide high quality development in accordance with the DEHLG's Planning Guidelines on Sustainable Residential Development in Urban Areas and its companion document the Urban Design Manual;
- Comply with the Development Standards set out in the Wexford County Development Plan 2007-2013;
- Protect and enhance the town's physical character and natural environment;
- Do not significantly detract from residential amenities;
- Do not increase the risk of flooding; and
- Do not create a traffic hazard.

4.6 Land Use Zoning

The purpose of land use zoning is to indicate to property owners, developers and the general public, the types of development that are considered appropriate in each zone and to give guidance to the criteria used by the planning authority in assessing planning applications in each of these zones. In this context, the zoning objectives allow the developer to plan proposals with some degree of certainty, subject to other conditions and requirements set out in this plan and the County Development Plan. Land use zoning seeks to avoid competing and incompatible uses so as to promote greater environmental quality.

Town Centre (TC)

'To provide an attractive, vibrant town centre which maximises the use of lands and encourages a mix of residential, retail, commercial and civic uses'.

The purpose of this zoning is to enhance the vitality and viability of the town centre through the development of under-utilised land and brownfield sites and by encouraging a mix of uses to make the town centre an attractive place to visit, shop and live in.

Town Centre Long Term (TCLT)

‘To provide for town centre uses in the longer term’.

The purpose of this zoning is to ensure that sufficient land is made available for the long term growth of the town centre and to ensure that a shortage of land does not arise. The redevelopment of brownfield and under-utilised sites in the town centre remains a key objective of this plan. Therefore the development of these lands shall only occur after the brownfield sites and lands zoned for town centre have been developed.

Existing Residential & Infill (ER)

‘To protect and enhance the residential amenity of existing and developed communities’.

This zoning relates to existing residential lands. The purpose of this zoning is to preserve existing residential uses and to provide for infill residential development at a density that is considered suitable to the area. While infill or re-development proposals are acceptable in principle, careful consideration will be given to protecting residential amenities.

New Residential (R)

‘To provide for new residential development, associated residential services and community facilities’.

The purpose of this zoning is to provide for new residential development and associated uses. While housing is the primary use in this zone, recreation, education, childcare facilities, community buildings, sheltered housing and local convenience shops will also be considered subject to the preservation of neighbouring residential amenity. Density shall be in accordance with the standards set out in the County Development Plan. In determining whether the density of a development proposal is appropriate, the Council will have particular regard to the amenity of surrounding areas. Regard shall also be had to Sustainable Residential Development in Urban Areas and its companion document Best Practice Urban Design Manual (DEHLG, 2008) and Section 5.3 of this Plan.

Neighbourhood Centre (NC)

‘To provide for a Neighbourhood Centre and associated facilities’.

This zoning provides for the development of a neighbourhood centre. It is intended to serve the needs of the local working and resident population and complement, rather than compete with the town centre. A mix of retail, community and recreational development is sought in this zone. Only limited residential development sufficient to ensure the viable and satisfactory working of the neighbourhood centre will be considered.

Mixed Use (MU)

‘To make provision for mixed uses’.

The objective of this zoning is to encourage the development of under-utilised sites to provide for a range of uses (excluding residential) that would not compete with the town centre. It is envisaged that a truck stop and/or caravan park will be provided in this zone.

Commercial (C)

‘To make provision for commercial developments’.

The objective of this zoning is to provide for commercial uses that do not take away from the town centre.

Tourism (T)

‘To provide for tourism related development.’

The purpose of this zoning is to provide for tourism related development which does not adversely affect the views or visual amenity of the area. Hotel development would not be considered acceptable in this zone given the current dereliction and vacant sites within the town centre.

Community & Education (CE)

‘To protect, provide for and improve community, educational and ecclesiastical facilities’.

The objective of this zoning is to protect and improve existing community, educational and institutional facilities and to safeguard their future provision. It is envisaged that a new community centre and town park will be provided in this zone. Residential uses will not normally be permitted.

Open Space and Amenity (OSA)

‘To provide for, protect and improve the provision, attractiveness, accessibility and amenity value of public open space and amenity areas’.

The objective of this zoning is to retain and protect existing open spaces and to provide for new open spaces to meet the needs of the population. A strip of open space around the industrial areas will act as a physical break/transition between potentially conflicting land uses. The Council will not normally permit development that would result in a loss of established open space or lands zoned for open space and amenity.

Port Related Activity (PRA)

‘To provide for port-related activity’.

The purpose of this zoning is to provide for the needs of industries/commercial activities with specific locational requirements close to the Europort. Passenger services including retail, restaurant and a public house as well as civic buildings related to the use of the Europort will be open for consideration.

Industry (I)

‘To provide for industry and employment’.

Industry includes all industrial manufacturing, processing and storage outside of the definition of light industry. The purpose of this zone is to provide for the needs of industry and the transport uses which have larger space requirements than that provided for in the average industrial unit. It is envisaged that factories, manufacturing premises, ancillary warehouses, hauliers and logistics and ancillary services will be located in this zone.

Light Industry (LI)

‘To provide for light industry and employment’.

The purpose of this zoning is to provide for light industry and ancillary uses. Light industry is defined as any ‘industrial building in which the processes carried on or the plant or machinery installed are such as could be carried on or installed in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit’.

Public Utilities (PU)

‘To provide for and improve public utilities’.

The purpose of this zoning is to protect and preserve land in the ownership of the Council or other bodies charged with the provision of services such as electricity, telecommunications, water, waste or wastewater.

Agriculture (A)

‘To protect and/or restore agricultural lands’.

The purpose of this zoning is to protect existing agricultural operations and/or restore lands to agricultural use. Consideration will be given to the provision of a residential unit for occupation by the landowner or an immediate member of the landowner’s family where there is already an established residential use on these lands and the proposal would not conflict with the overall zoning objective.

4.7 Land Use Zoning Matrix Table

The Zoning Matrix illustrates the acceptability or unacceptability of various uses for each of the zoning objectives. The land use-zoning matrix is intended to provide guidance to potential developers. It is not intended to replace the normal planning process. An indication that a proposal would be 'permitted in principle' from the matrix should in no way be taken to imply a granting of permission, or indeed that a planning application may necessarily be successful. Individual applications are a matter for the Local Authority to decide and the final decision rests with them taking into consideration the merits of individual cases and circumstances that may be relevant at a specific time or at a specific location.

P= Permitted in Principle

A use which is 'Permitted in Principle' is generally acceptable subject to complying with the relevant policies, objectives, standards and requirements set out in this plan and the development management standards contained in the County Development Plan.

O=Open for Consideration

An 'Open for Consideration' use is one which 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 the permitted uses and conforms with the proper planning and sustainable development of the area. Particular attention will be given to the nature and scale of the development when assessing compatibility.

N= Not Normally Acceptable

Development that is classified as 'Not Normally Acceptable' in a particular zone is one that will not be permitted by the Council, except in exceptional circumstances. This may be due to its effect on existing and permitted uses, its incompatibility with the policies and objectives contained within this plan or the fact that it may be inconsistent with the proper planning and sustainable development of the area.

Table 4: Land Use Zoning Matrix

USES	ER	TC	NC	MU	C	T	CE	OSA	PRA	I	LI	PU	A
	R	TCLT											
Amusement / Arcades	N	O	O	N	N	N	N	N	N	N	N	N	N
Financial Institutions/ Facilities	N	P	P	O	O	N	O	N	N	N	O	N	N
Betting Office	N	P	P	N	N	N	N	N	N	N	N	N	N
Caravan Park	N	N	N	O	N	O	N	N	N	N	N	N	N
Car Park	O	P	O	O	O	O	O	O	O	O	O	O	N
Car Park Multi Storey	N	O	O	O	O	N	N	N	O	O	O	N	N
Childcare facilities	O	P	P	O	O	N	P	N	N	O	O	N	N
Bring Recycling Centre	O	O	P	O	O	N	P	N	O	P	O	O	N
Civic Buildings	O	P	P	O	O	O	P	O	O	O	O	O	N
Culture, Recreation & Leisure	O	P	P	P	P	P	P	O	N	N	O	N	N
Education	O	P	P	O	O	O	P	N	N	N	O	N	N
Enterprise Centre	N	O	O	O	O	N	P	N	N	O	O	N	N
Garden centre	N	O	O	O	O	N	N	N	N	N	O	N	N
Industrial	N	N	N	N	N	N	N	N	O	P	N	N	N
Hotel	O	P	P	O	O	N	N	N	N	N	N	N	N
Hostel	O	P	P	O	O	N	N	N	N	N	N	N	N
Light Industry	N	N	N	O	O	N	N	N	O	P	P	N	N
Medical and Related Consultants	O	P	P	O	O	N	O	N	N	N	N	N	N
Motor Sales Showroom	N	O	O	O	O	N	N	N	N	O	O	N	N
Night-Club	N	P	N	N	N	N	N	N	N	N	N	N	N
Office	O	P	O	P	P	N	O	N	O	O	P	N	N
Park and ride facility	P	O	P	O	O	N	O	N	O	O	O	N	N

Table 4 (Continued): Land Use Zoning Matrix

USES	ER	TC	NC	MU	C	T	CE	OSA	PRA	I	LI	PU	A
	R	TCLT											
Place of worship	O	P	P	O	O	N	P	N	N	N	N	N	N
Port Related	N	N	N	O	O	N	N	N	P	O	O	N	N
Post Office	O	P	P	O	O	N	O	N	N	N	N	N	N
Public house	N	P	P	O	O	N	N	N	O**	N	N	N	N
Refuse transfer station	N	N	N	N	N	N	N	N	O	P	N	N	N
Residential	P	P	P	N	N	O***	N	N	N	N	N	N	O*
Restaurant	N	P	P	O	O	N	N	N	O**	N	N	N	N
Retail (convenience)	O	P	P	O	N	N	O	N	O**	N	N	N	N
Retail (comparison)	N	P	O	N	N	N	N	N	N	N	N	N	N
Retail Warehousing Bulky Goods	N	O	N	O	O	N	N	N	N	N	N	N	N
Retirement Home / Villages	P	P	P	N	N	N	O	N	N	N	N	N	N
Warehousing	N	N	N	O	O	N	N	N	O	P	O	N	N
Storage/Transport depot	N	N	N	O	O	N	N	N	O	P	O	N	N
Service Station/ Petrol Filling Station	N	O	N	O	O	N	N	N	N	N	N	N	N
Service garage	N	N	O	O	O	N	N	N	N	O	O	N	N
Take-away	N	P	O	O	O	N	N	N	N	N	N	N	N

- * Residential development will only be open for consideration on these lands for provision of a residential unit for occupation by the landowner or an immediate member of the landowner's family where there is already an established residential use on these lands and the proposal would not conflict with the overall zoning objective.
- ** Public house/restaurant/retail will only be open for consideration at Rosslare Europort passenger terminal.
- *** Only holiday homes/chalets will be open for consideration on these lands.



Policies and Objectives

5.1 Introduction

This section of the plan contains detailed policies and objectives which will govern the future development of Rosslare Harbour and Kilrane. The policies and objectives, together with the Development Strategy contained in Section 4 and the Development Management Standards contained in the County Development Plan, will be used to make consistent decisions on planning applications in the plan area.

5.2 Sustainable Development

The Council is committed to encouraging more sustainable development through efficient energy use and increasing the use of renewable energy in new building projects. It will achieve this by:

- Encouraging responsible environmental management in construction;
- Promoting sustainable approaches to housing developments by spatial planning, layout, design and detailed specification;
- Ensuring high standards of energy efficiency in all housing developments, and encouraging developers, owners, and tenants to improve the environmental performance of the building stock, including the deployment of renewable energy;
- Implementing the EU Directive on the Energy Performance of Buildings (EPBD) by requiring the energy rating and labelling of building energy performance.

Sustainable Development Policy

It is the policy of the Council to:

1. Require all new building developments to meet low energy performance targets. Each buildings energy performance, as calculated by the Building Energy Rating (BER), will have a minimum energy efficiency that meets the requirements of Part L of the Building Regulations 2008 and any subsequent amendment to those regulations. New buildings should incorporate renewable

energy technologies in order to help achieve the rating required.

2. Have regard to the Guidelines on Sustainable Residential Development in Urban Areas (DEHLG, 2008) in the assessment of any proposals for residential development, including inter alia those in respect of energy efficiency, passive solar design and renewable energy sources.
3. Support the implementation of the National Climate Change Strategy 2007-2012 (DEHLG, 2007) and any Regional Climate Change Action Plan prepared for the Region.

5.3 Housing

The Council has a statutory obligation to ensure that sufficient land is zoned for all types of housing to meet the town's projected housing requirements over the plan period and to ensure that an undue shortage will not arise. This LAP zones sufficient housing land to provide for the predicted housing demands based on the population targets for the area. The population targets are derived from the RPGs and the Core Strategy contained in Variation No. 1 of the County Development Plan 2007-2013. The targets include for 50% excess having regard to the history of population development in the area, the likelihood of any major development taking place that would increase the demand for housing and land ownership patterns in the area.

5.3.1 Unfinished Housing Developments

The Council will have regard to the recommendations outlined in Managing and Resolving Unfinished Housing Developments Guidance Manual (DECLG, 2011) in dealing with unfinished housing estates. A team of planners, engineers and other relevant officers has been set up to monitor the progress of unfinished estates. Site inspections have been carried out and a report has been prepared for each estate outlining its condition and the works required to finish or make safe the estate.

For more problematic housing developments the Council will require a Site Resolution Plan (SRP) to be carried out for each estate. The SRP will normally be prepared by the developer or a receiver appointed by a financial institution and agreed with the Local Authority's Unfinished Housing Development Team. It will outline the key issues for the site and options for resolution within a specified timescale. It should also include a community plan which identifies the needs of residents.

Unfinished Housing Developments Policy

It is the policy of the Council to:

1. Seek to ensure that unfinished housing estates are made safe under Health and Safety at Work Legislation, through consultation with the Health and Safety Authority or under the Local Government (Sanitary Services) Act 1964.
2. Seek to ensure that site-specific environmental infrastructure such as wastewater treatment systems comply with water pollution, public health and environmental protection legislation.
3. Require the preparation of Site Resolution Plans for unfinished housing developments which will outline the key issues for the site and options for resolution within a specified timescale.

5.3.2 Future Residential Development

The type of residential development existing in the town is typical of any similar sized Irish town. It varies from one-off housing on the outskirts of the town to housing estates of varying design and densities. The Sustainable Residential Development in Urban Areas and its companion document Best Practice Urban Design Manual (DEHLG, 2008) provide a framework for the best advice in urban design and illustrate how design principals can be translated into practice for the creation of sustainable communities. Developers should take account of the advice contained in these guidelines when designing new residential developments. This will result in sustainable developments of sufficiently high design quality.

Future Residential Development Policy

It is the policy of the Council to:

1. Encourage a mix of housing type, tenure and size in order to meet changing household size and composition and to provide a social and demographic balance in the town.
2. Ensure that 20% of any land zoned solely for residential use or for a mixture of residential and other uses shall be reserved for the provision of social and affordable housing in accordance with the requirements of Part V of the Planning and Development Act 2000 (as amended) and the County Housing Strategy 2007-2013, or as required in any subsequent amendment to the Act

or revision of the County Housing Strategy.

3. Seek to ensure that at least 20% of all new housing estates of 10 dwellings or more are adaptable to provide accommodation for persons with a disability.

Future Residential Development Objectives

It is the objective of the Council to:

H1 - Implement the County Housing Strategy 2007-2013 and any subsequent strategy adopted by the Council and to integrate housing provided under Part V of the Planning and Development Act 2000 (as amended) into private development in a layout that prevents segregation and promotes good design and layout.

H2 - Carry out the Council's responsibilities under the Housing Acts and to provide Local Authority dwellings, affordable units and voluntary co-operative housing as need arises and as finances permit.

H3 - Ensure the necessary infrastructural investment to facilitate the overall level of housing output required to meet the current and anticipated levels of demand in a planned and coherent fashion.

H4 - Actively promote the provision of community, educational, social and recreational facilities in parallel with future housing development.

H5 - Ensure that any mature hedgerow, trees or old stone walls are retained where possible in new developments.

5.3.3 Residential Density

The Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities (DEHLG, 2008) set out the Government's policy to encourage more sustainable urban development by the avoidance of excessive suburbanisation and the promotion of higher residential densities in appropriate locations.

Residential Density Policy

It is the policy of the Council to:

1. Ensure that densities and design in residential developments are in accordance with Sustainable Residential Development in Urban Areas and its companion document Best Practice Urban Design Manual (DEHLG, 2008).

5.3.4 Infill and Backland Development

Where appropriate, infill housing in the existing built up areas of the town will be encouraged where it is consistent with the scale and character of surrounding developments. Development of backland areas within the town will also be encouraged. Developments should be carefully designed to provide good linkages between new and existing developments and the design must be in harmony with the existing character of the area in terms of density and details such as window types, heights, materials, finishes, building lines and roof pitches.



Above: Example of Infill Development at Rosslare Harbour

Infill and Backland Development Policy

It is the policy of the Council to:

1. Encourage infill housing and backland development on appropriate sites where such development respects the existing scale and character of the area and does not negatively impact on residential amenity.

5.3.5 Traveller Accommodation

Wexford County Council has adopted an Accommodation Programme for the Traveller Community 2009-2013 and will monitor the requirements of the travelling community within the plan area for any future requirements. The main brief of the document aims to provide appropriate accommodation for indigenous Traveller families.

Traveller Accommodation Policy

It is the policy of the Council to:

1. Facilitate the provision of appropriate accommodation for the local traveller community in Rosslare Harbour and Kilrane in accordance with the Traveller Accommodation Programme 2009-2013 adopted by Wexford County Council.

5.4 Employment and Economic Activity

As discussed in Section 4 there is significant potential for growth in the logistics sector at Rosslare Harbour which would fully exploit the location of the Europort and its proximity to the UK and mainland Europe. The Council's Strategy Job Creation from the Generation and Utilisation of Energy from Renewable Energy Resources (June 2010) seeks to develop Rosslare Europort as a centre to support the renewable energy industry. This policy supports the growth in off-shore wind energy through providing support services such as manufacturing, construction, assembly and maintenance facilities at Rosslare Harbour. There is further potential for the development of assembly and maintenance services for electric vehicles which is likely to become a growth area in the near future. This would create job opportunities and high export potential to the UK and mainland Europe.



Above: Roache Freight, Rosslare Harbour

The Council recognises the potential of Rosslare Europort and its contribution to the economic development of the County and the South-East Region. Given its strategic location, its rail link and with good and continuously improving road links with Dublin, Cork and other major economic centres, the area is well placed to realise this potential. The Council will ensure that an adequate amount of land is made available for employment and economic activities during the plan period.

Employment and Economic Activity Policy

It is the policy of the Council to:

1. Provide sufficient and suitably zoned land to promote economic activity in the area and assist in the realisation of the economic potential of Rosslare Europort.
2. Support the development of Rosslare Europort as a Sustainable Energy Zone¹⁰ and provide the necessary infrastructure to facilitate its development.
3. Co-operate with state and semi-state employment agencies and local organisations in promoting, marketing and encouraging enterprises to locate suitable activities in the distribution, logistics and other related sectors in the Rosslare Harbour area.
4. Facilitate home-based employment activities subject to the protection of the amenities of residential areas.
5. Ensure that existing residential areas and areas of sensitive environmental character are safeguarded from inappropriate uses.
6. Ensure that new development is designed to a high standard and that unsightly areas of operation are screened through the careful placement of buildings and appropriate landscaping.
7. Support the development of wide access to high speed broadband.

5.5 Retail and Commercial

The County Retail Strategy identifies Rosslare Harbour as a 'Strategic Growth Area'.¹¹ The town acts as a local service centre for a wide catchment area. Retail and ancillary uses are located mainly at Kilrane village centre and in and adjacent to Rosslare Shopping Centre. A few small retail outlets are also located opposite the Memorial Park.

The local shops form part of the economic life of both Rosslare Harbour and Kirane as well as playing an important part in the everyday social and community life of the residents. Such shops also reduce the need to travel. For a town of its size, Rosslare Harbour is well catered for in terms of services with a hairdressers, bank, post office,

¹⁰ Develop Rosslare Europort as a centre to support the renewable energy industry

¹¹ Rosslare Harbour has been identified as a District Town in Variation No. 1 of the Wexford County Development Plan 2007-2013. The Retail Strategy has not been reviewed as part of the Variation but is under review as part of the preparation of the new County Development Plan.

pharmacy, restaurants and public houses to name but a few of its local services. Kilrane is serviced by a shop and two public houses.

To fulfil its role as a Strategic Growth Centre and a District Town under Variation No. 1 of the Wexford County Development Plan 2007-2013, the Council will encourage the protection and enhancement of existing retail services and the expansion of the town centre to increase its retail and commercial strength.

Retail and Commercial Policy

It is the policy of the Council to:

1. Maintain and foster the role of Rosslare Harbour and Kilrane as an important service centre for the surrounding rural hinterland.
2. Encourage the expansion of retail and commercial services and facilities sufficient to meet the local needs of the existing and future population of the area, as well as the needs of tourists and port users.
3. Ensure that proposals for retail development conform to the requirements of the County Retail Strategy, the Retail Planning Guidelines 2005 and any subsequent review of these guidelines.
4. Ensure that new retail/commercial developments are designed to the highest standard and are located to ensure safe, sustainable and convenient access.
5. Encourage development of infill and brownfield sites in the town centre, including the former supermarket site, as locations for a mix of retail, commercial and residential uses having regard to the surrounding building uses in the area. All new development should be to the highest design standards with safe and convenient access.

5.6 Town Centre

The town centre is defined by a small number of developments arranged around a staggered crossroads on the N25. The town centre currently incorporates a shopping centre, church and bank. A mixed use development has also recently been granted planning permission on a corner site to the north-east of this crossroads. Current proposals are in place to develop a new access road to the Europort as part of the N25 upgrade from Wexford Town. If completed, this will take heavy traffic out of the core area making it a more attractive urban centre. The Council will seek to protect and

enhance the townscape quality and ensure that all new developments are of a high quality design.

Town Centre Policy

It is the policy of the Council to:

1. Encourage a vibrant town centre with a mix of residential, retail, commercial and civic uses.
2. Provide for anticipated car parking and commercial delivery demands within the town centre.
3. Encourage the development of infill and brownfield sites to create a compact and vibrant town centre.
4. Encourage amenity and environmental improvements in the town centre so as to enhance its overall appearance.
5. Ensure strict control of advertising and encourage the removal of signage which is visually obtrusive or out of scale with the character of the area.

5.7 Community Facilities

The provision of high quality community facilities is an essential element of sustainable and balanced development. Community facilities include educational, religious, health, recreational and sporting needs and activities. Rosslare Harbour is serviced by a range of facilities including a church, garda station, post office, health centre, soccer club and playground. A school, community centre, church and



Above: Playground at Rosslare Harbour

graveyard are located at Kilrane. A key objective of the plan is to ensure that the community needs of residents can be provided and that expansion of the town will be accompanied by a corresponding expansion of community facilities.

Community Facilities Policy

It is the policy of the Council to:

1. Facilitate and co-operate with other organisations in the provision of services for the community including, in particular, schools, crèches and other education and childcare facilities in parallel with future housing.
2. Facilitate the provision of accessible health services and social facilities at suitable locations in the town.

Community Facilities Objectives

It is the objective of the Council to:

C1 – Facilitate the provision of a new community centre to serve the needs of the local population at a suitable location which is accessible to residents of both Rosslare Harbour and Kilrane village.

5.7.1 Education Facilities

The existence of high quality educational facilities can lead to the increased attractiveness of an area for the location of business, families and increased development and prosperity. There is currently one school within the plan area. Kilrane National School had an enrolment of 240 pupils in the 2009/10 school year. The school is currently being extended by two classrooms. The nearest secondary schools are located at Bridgetown (16km) and Wexford Town (19km). Both areas are connected to Rosslare Harbour by public transport.

The plan provides for the future educational needs of the community through appropriate land use designations that will cater for any additional requirements in respect of the existing and future populations. The

Council is committed to ensuring that future schools will be located on suitable sites in close proximity to residential areas. The Council will also endeavour to ensure safe walking and cycling access is achievable to these locations.



Above: Kilrane National School

Education Facilities Policy

It is the policy of the Council to:

1. Facilitate the development of educational facilities to meet the required needs of the existing and future population, in co-operation with the Department of Education and Skills and the school management board, in accordance with The Provision of Schools and the Planning System: A code of practice for Planning Authorities (DES & DEHLG, July 2008).
2. Ensure that no significant residential development proceeds without an assessment of existing schools capacity or the provision of new school facilities in tandem with the development.

Education Facilities Objectives

It is the objective of the Council to:

E1 - Require all applications for significant residential development to be accompanied by an assessment of existing schools capacity.

5.7.2 Childcare Facilities

The DEHLG's guidelines on childcare facilities emphasise the importance of local assessment of the need to provide for such facilities at the plan preparation stage, having regard to the provision of existing facilities in the area. The location of these facilities should be easily accessible for parents and the facility may be combined with other appropriate community uses.

There are currently three childcare facilities in St. Helen's E.D. which are registered with Wexford County Childcare Committee. Tir na nÓg is located in Rosslare Harbour and provides a playgroup and afterschool care. St. Helen's Hotel offers morning and evening childcare services at Rosslare Harbour, while Kickstart Education and Care offers a morning pre-school service at Kilrane.

The County Development Plan requires childcare facilities to be provided in all new housing developments at a rate of one childcare facility (minimum 20 childcare places) for every 75 residential units in accordance with Planning Guidelines for Childcare Facilities 2001, the Childcare (Pre-School Services) Regulations 2006 and Guidelines for Best Practice in the Design of Childcare Facilities. In appropriate cases the Council

will support the provision of these spaces off site provided they serve the inhabitants of the development.

Childcare Facilities Policy

It is the policy of the Council to:

1. Require the provision of childcare facilities in accordance with the guidelines Childcare Facilities: Guidelines for Planning Authorities 2001 and the Wexford County Development Plan 2007-2013.
2. Facilitate the development of childcare facilities subject to satisfying applicable planning criteria. Such facilities should be located within or in close proximity to new developments with convenient and safe access for all. Where possible such facilities should be located adjacent to or close by other facilities i.e. employment or neighbourhood centres.

5.8 Amenity, Recreation and Open Space

For a settlement the size of Rosslare Harbour and Kilrane the availability and ease of access to recreation and amenity facilities is an important factor in creating an attractive and quality place to live. It is important that all members of the community, including children, the elderly and persons with a disability have access to high quality public open space and sports facilities in order to enhance their quality of life.



Above: Rosslare Harbour Beach

5.8.1 Natural Amenities

Rosslare Harbour forms part of County Wexford's coastline which is characterised as Vulnerable Landscape. Natural amenities within the plan area include the public beach, open spaces and other features such as significant tree stands. Such features are worthy of protection and should be integrated into future developments where possible.

Lands adjacent to the plan boundary are designated as Coastal Policy Areas under the County Development Plan 2007-2013. These areas are designated for their intrinsic

natural and special amenity value and have limited capacity to absorb development. The County Development Plan 2007-2013 contains policies to protect these areas from inappropriate development.

5.8.2 Recreation

Rosslare Harbour has its own soccer club (Rosslare Rangers F.C.). A playground is located adjacent to St. Brendan's Estate and a small boat lagoon is located to the west of Rosslare Harbour. St. Mary's GAA Club is located a short distance away at Tagoat, approximately 3km west of Kilrane. St. Helen's Golf course is also located in close proximity to the south-east of Kilrane. The area would benefit from the provision of additional recreational facilities, such as a leisure centre, which would serve local residents and tourists.

5.8.3 Open Space

Open spaces within the plan area include the beach and a cliff-top walk at Rosslare Harbour. A Memorial Park, adjacent to the Railway Social Club, also provides a welcome break in the built-up area of Rosslare Harbour. Works have recently been undertaken at this park and it is now a high quality, functional, public open space which is passively overlooked, well lit and with street furniture. Adjacent to this there is a strip of landscaped open space surrounding Tuskamore Avenue known locally as 'Kirwan's Garden.' Although well maintained by local residents, this area is difficult to access and is not passively overlooked or addressed by any buildings.



Above: Memorial Park, Rosslare Harbour

There is no other functional open space within the plan area aside from incidental open spaces in residential areas. The lack of public open space is particularly evident at Kilrane where a significant amount of residential development has occurred in recent years. The beach at Rosslare Harbour is poorly serviced in terms of car parking and access for persons with a disability. In addition public rights-of way, including a section

of the cliff-top walk and the steps leading unto the beach, are not fully accessible at present.

There is an opportunity to form a 'green corridor' or a network of open spaces in the plan area. For example the old landfill site adjoining Kirwan's Garden, subject to remediation works being carried out, could be used as a public park with tree / shrub planting and granular paths. Alternatively it could be used for the provision of allotments on raised beds. Further opportunity exists to provide a communal park at the Meteorological Station which could be used for a range of activities such as an outdoor bowling club or an activity park. This would not preclude the use of the Meteorological Station as an interpretive centre/meteorological or maritime museum. The site could be linked to other open spaces including the beach to the north as well as the memorial park and Kirwan's Garden to the south, with further links to Kilrane arising out of new development.

The Guidelines for Planning Authorities Sustainable Residential Development in Urban Areas (DEHLG, 2008) state that it will be necessary for planning authorities to take a more flexible approach to quantitative open space standards and put greater emphasis on the qualitative standards. It will be important for new developments to identify the need for adequate open space, recreational and children's play facilities as an integral part of development proposals.

Amenity, Recreational and Open Space Policy

It is the policy of the Council to:

1. Seek the provision of additional recreational facilities and public open spaces within the plan area to serve the needs of the existing and future population.
2. Ensure that all new housing developments incorporate high quality, useable open space, having regard to the open space standards as set out in the Guidelines for Planning Authorities Sustainable Residential Development in Urban Areas (DEHLG, 2008).
3. Co-operate with sports clubs, schools and community organisations in the provision of sports and recreational facilities in the area and encourage the development of Youth Clubs and Organisations in the town.
4. Avoid loss of public and private recreational open space unless alternative recreational facilities are provided at a suitable location.

5. Ensure that a detailed landscaping plan accompanies all applications for housing estates and significant industrial and commercial developments.
6. Ensure that any mature hedgerow, trees or old stone walls are retained in new developments, where possible. Where the removal of existing hedgerows is required, compensatory green infrastructure should be incorporated into the design of new developments as appropriate.
7. Protect and preserve, where possible, those existing rights of way which contribute to general amenity.
8. Prohibit the development or siting of structures so close to beaches or the coastline as to intrude on the enjoyment of the beach by the public or which detract from views, prospects and the special amenity value of the coastline.
9. Develop all year round recreational and tourist facilities which do not detract from the natural amenities of the area.

Amenity, Recreational and Open Space Objectives

It is an objective of the Council to:

ARO1 – Ensure, through the development management process, that new recreational facilities provide good accessibility to local residents, pedestrians, cyclists and those affected by reduced mobility and that such facilities enhance the character of the surrounding area, particularly residential areas.

ARO2 – Investigate the feasibility of developing the beach as an amenity area with access for persons with a disability and signage/information boards, subject to the findings of an Appropriate Assessment in compliance with Article 6 of the Habitats Directive, where appropriate.

ARO3 – Facilitate the provision of a town park within the plan area which is accessible to residents of both Rosslare Harbour and Kilrane.

ARO4 – Investigate the feasibility of upgrading and making accessible the cliff walk and coastal path from Best Western Hotel to County Council lands adjacent to St. Brendan's Estate and beyond, subject to the findings of an Appropriate Assessment in compliance with Article 6 of the Habitats Directive, where appropriate.

ARO5 – Continue to seek funding and undertake/facilitate coastal protection works ensuring that all such works are undertaken in compliance with Articles 6 and 10 of the Habitats Directive and subject to an Appropriate Assessment, if required.

ARO6 - Seek the retention and enhancement of the marina/boat lagoon unless an alternative marina/boat lagoon is provided at a more suitable location, subject to the findings of an Appropriate Assessment in compliance with Article 6 of the Habitats Directive, where appropriate.

ARO7 – Facilitate the development of a public park/ allotments on the old landfill site adjacent to La Rochelle housing development, subject to appropriate remediation works being carried out.

ARO8 – Maintain the viewing area adjacent to Rosslare Shopping Centre.

5.9 Tourism

Rosslare Harbour is the first entry point to the south-east of Ireland for ferry passengers from the UK and France. There is potential to promote the area as a tourist destination in its own right. It is located on the coastline and is accessible by rail, road and sea. The existing tourist product includes a public beach and a range of accommodation. A coastal path offers potential as a casual walk way linking Rosslare Harbour and St. Helen's. St. Helen's Golf Club is located a short distance from the Harbour and the nearby Rosslare Strand is a popular holiday resort.

Tourism activity can support community development, lead to local employment and help enhance the overall image of the town. Rosslare Harbour has the potential to deliver high quality accommodation and other secondary facilities which will support the county tourism product and stimulate development in the area. There is an opportunity to promote green tourism packages and activity breaks in the area which would exploit the existing walkways, golf courses and water-based activities. There is also significant potential for small to medium tourism enterprises such as restaurants, pubs, craft shops, fishing boat trips, bicycle hire and bus tours.

The RPGs recognise the opportunity to promote the South-East as the 'Marine Centre of Ireland' by identifying and facilitating the development of marine tourism clusters along the South-East coastline. This policy would facilitate an integrated product development approach allowing major investment to develop high quality integrated marine leisure and recreation cluster facilities. These clusters could incorporate: marina (sailing, cruising, general boating), angling facilities, water sports facilities, facilities for nature tourism, pleasure cruise, island ferries and support facilities. Nine indicative

locations in the South-East Region have been identified with potential for clustering by the Marine Institute in its report Development Strategy for Marine and Leisure Infrastructure. Rosslare Harbour is identified for small scale development (0-25 berths, slipway/pier construction, maybe small marina) subject to further economic feasibility and environmental studies.

The policies and objectives of this plan are designed to strengthen the tourism role of Rosslare Harbour and Kilrane while protecting and improving the quality of all available resources. A comprehensive tourism package needs to be established at county level through partnership with the various agencies and the local community. This includes maximising the potential of Rosslare Europort for tourism development.

Tourism Policy

It is the policy of the Council to:

1. Work with Fáilte Ireland and relevant local tourism bodies to develop and maximise the tourism potential of Rosslare Harbour while ensuring the protection of the natural and built heritage of the area.
2. Encourage and facilitate improvements to the built environment around the Europort to create an attractive gateway to the South-East Region.
3. Promote the integration of rail and ferry services.
4. Facilitate tourism activities including eco-tourism, health centres, fishing, horse-riding, walking and cycling and facilities that relate to the special qualities of the surrounding natural environment.
5. Promote the development and use of the coastal path between Rosslare Harbour and St. Helen's as a tourist and recreational facility.
6. Improve signage and avoid signage 'cluttering' in the area.
7. Promote the development of small and medium enterprises such as restaurants, pubs, craft shops, fishing boat trips, bicycle hire and bus tours in the area.
8. Promote the implementation of the objectives contained in the Development Strategy for Marine and Leisure Infrastructure (Marine Institute, 2002) subject to the findings of an Appropriate Assessment in compliance with Article 6 of the Habitats Directive, where appropriate.

5.10 Built and Natural Heritage

5.10.1 Architectural Heritage

The Record of Protected Structures (RPS) is contained in the Wexford County Development Plan 2007-2013. It is legislated for under Section 51 of the Planning and Development Act 2000 and includes structures which form part of the architectural heritage and which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. There are currently two structures within the plan area which are listed in the Record of Protected Structures. These are a thatched farmhouse at Ballygilliane Little (RPS No. WCC0895) and St. Ruane's Church at Kilrane (RPS No. WCC0513).

Each owner and occupier of a protected structure is legally obliged to ensure that the structure is preserved and that the structure or any element of it is not endangered through harm, decay or damage, whether over a short or long period, through neglect or through direct or indirect means.



Above: Thatched Cottage and Outbuilding at Kilrane

Aside from protected structures there are other distinctive elements of the built heritage which make a positive contribution to the character of the area and help to achieve a sense of place. This includes elements of the older settlement of Rosslare Harbour such as the old Dormitory, the Apparatus Hut, the Coast Guard Houses and the Railway houses, all of which have an important social and historical association with the development of the port. The Council is committed to the protection, appreciation and appropriate re-use of this built heritage.

Architectural Heritage Policy

It is the policy of the Council to:

1. Protect the architectural heritage of Rosslare Harbour and Kilrane by:
 - Promoting the maintenance, continued use or and appropriate reuse of its Protected Structures;
 - Encouraging development which would enhance the setting, integrity or character of any Protected Structure; and
 - Promoting the retention, adaptation and reuse as appropriate, of other structures of architectural heritage merit within the town that make a positive contribution to the character, appearance and quality of local streetscapes and assist in its sustainable development.
2. Have regard to the National Inventory of Architectural Heritage (NIAH) in the assessment of applications for new development.
3. Require an Architectural Impact Assessment to accompany planning applications for works to a protected structure. This should be prepared in accordance with Appendix B of the Architectural Heritage Protection Guidelines for Planning Authorities (DEHLG, 2004).

5.10.2 Archaeological Heritage

Archaeological heritage is a unique and special resource which needs to be conserved sensibly. The National Monuments Acts 1930-2004 provide for the protection of the Archaeological Heritage. Monuments protected under the Act include prehistoric monuments and any monuments and places associated with commercial, cultural, economic, industrial, military, religious or social history. The Record of Monument and Places (RMP) is a statutory list of all known archaeological monuments provided for in the National Monuments Acts. The RMP consists of a published county-by-county set of Ordnance Survey maps on which monuments are marked by a circle and an accompanying book which specifies the type of monuments.

There are four recorded monuments in the plan area: two at Ballygerry (windmill and ruins of castle) and two at Churchtown (church and graveyard). None of these are identified as being within state ownership or guardianship.

The Council will ensure that features or items of archaeological interest and recognised areas of archaeological potential are suitably safeguarded from development that would adversely affect and/or detract from the interpretation and setting of these sites.

Archaeological Heritage Policy

It is the policy of the Council to:

1. Have regard to the Record of Monuments and Places (RMP) when assessing planning applications for development or threats to recorded items.
2. Control development in the vicinity of all Recorded Monuments to ensure that it does not detract from their setting or seriously injure their cultural or educational value. In all such cases the Council shall consult with the National Monuments Section of the Department of Environment, Community and Local Government.

5.10.3 Natural Heritage

There are two designated conservation sites adjacent to the plan area, Carnsore Special Area of Conservation (SAC) and St. Helen's proposed Natural Heritage Area (pNHA). Carnsore SAC is of considerable conservation significance for the presence of intertidal mud/sand flats and of reefs. A further designated site, Long Bank SAC, is located several kilometres offshore to the north-east of Rosslare Harbour. This SAC is of conservation importance for its submerged sandbanks. Protection of designated sites is high priority.

The National Parks and Wildlife Service of the Department of Arts, Heritage and the Gaeltacht carried out a Black Guillemot Survey in 2011 which identifies nesting grounds at Rosslare Europort. The Black Guillemot is of national importance and is included on the amber list of Birds of Conservation Concern in Ireland. Recent plant species records also identify a particularly large population of bee orchids, a Red Data Book species, and other orchids on the lawn of St. Helen's Hotel. The Red Data Book includes rare and threatened species.

Article 10 of the Habitats Directive requires Member States to endeavour to improve the ecological coherence of the Natura 2000 network through land use planning and development policies. The plan's policies and objectives will seek to ensure that there

will be no significant adverse impacts on the designated sites from development within the plan boundary. An Appropriate Assessment has been carried out and is contained in Appendix 2 of this plan.

Natural Heritage Policy

It is the policy of the Council to:

1. Conserve and protect the ecological integrity of designated sites of international and national importance and sites proposed for designation, in particular, European sites (including Natura 2000 sites), Ramsar sites, NHAs, designated Shellfish Areas and statutory nature reserves.
2. Encourage the protection of important habitats and species outside of the designated ecological sites.
3. Carry out an Appropriate Assessment, in accordance with Appropriate Assessment of Plans and Projects in Ireland: Guidelines for Planning Authorities (DEHLG, 2010), for any plan or project which has the potential to damage the integrity of any Natura 2000 site.
4. Protect riparian zones and natural land drains by maintaining an appropriately sized buffer zone (minimum 5-10m) along all watercourses and land drains, with no infilling or removal of vegetation within these buffer zones.
5. Retain, where possible, and protect traditional field boundaries, ponds or small woods which provide important ecological networks.
6. Protect and enhance surface water and groundwater resources, associated habitats and species which are essential to ensure the highest water quality into the future, as set out in the Water Framework Directive and the South Eastern River Basin Management Plan (2009-2015).

5.11 Transport and Infrastructure

The provision of good quality infrastructure is essential to the economic, social and cultural development of Rosslare Harbour and Kilrane. The planning authority will seek to encourage patterns of economic growth, which can achieve maximum transport efficiency and the least possible environmental impact. This is in line with the Transportation Strategy contained in the County Development Plan 2007-2013, which seeks to integrate land use planning and transport, to offer a range of transport choices and to discourage the use of private transport in favour of public transport, cycling and

walking. This is also the underlying principle of Smarter Travel: A Sustainable Transport Future (Department of Transport, 2009) and the Spatial Planning and National Roads Guidelines for Planning Authorities (DECLG, 2012). Locating port-related/ export based industry close to Rosslare Europort has obvious benefits in terms of reducing the number of HGVs on the region's roads.

5.11.1 Access and Movement

Road

Rosslare Harbour is strategically located on the N25 national primary road connecting Rosslare with Waterford and Cork. The N25 connects with the N11 Wexford to Dublin road outside Wexford Town approximately 15km north-west of the Harbour. Both the N11 and N25 form part of the developing Euroroutes E01 (Larne-Belfast-Dublin-Rosslare Harbour) and E30 (Rosslare Harbour-Wexford-New Ross-Waterford-Cork) respectively. The Council recognises that the provision of roads infrastructure is an essential element of transport provision providing essential inter-urban links for the economic and cultural development of the region. The N11/N25 Oilgate to Rosslare Harbour Scheme entails a major improvement to both the N11 and N25 with improved access to Rosslare Europort a priority. The Scheme is currently at the planning stage. The preferred route has been identified.

Bus Eireann operates services from Dublin every hour and from Waterford (via New Ross) five times a day. The Eurolines Service offers connections from all parts of Ireland to over 1,500 locations in Britain. A School Transport Scheme is also in operation in the area. The planning authority will support the retention and expansion of these services where possible.

Rail

Rosslare Harbour serves as the terminus of the Dublin rail line and is also part of the Rosslare Europort – Waterford – Limerick railway line. Unfortunately the Rosslare Europort –



Above: Rail Terminus at Rosslare Harbour

Waterford service has recently closed. However, Bus Éireann have undertaken to develop a network of replacement bus services for displaced rail passengers.

The RPGs recognise the potential of the Rosslare-Limerick Railway line as an inter-regional commuter and inter-urban route and it is an objective of the guidelines to support the sustainable development of a Rail and Land-Use Plan for this line. There is also significant scope for the transfer of freight from road to rail. A rail cargo depot at Rosslare Harbour would facilitate the development of logistics business at this location and would help divert some heavy commercial traffic from the public road network.

Sea

Rosslare Europort is a major port in the South-East Region providing international access for passenger and RoRo freight services. It is currently the second largest RoRo port in the country and is also the second largest passenger port. Rosslare Europort is of strategic importance to the region for the development of industry, commerce and tourism. There is considerable potential to develop the port infrastructure in terms of value-added shore based economic activity, particularly in the logistics and renewable energy sectors. The medium/long term plans to deepen the port would also allow larger ships to dock. Rosslare Harbour will need to be serviced by an efficient rail freight service if it is to develop to its full potential.¹² A top quality rail service to Dublin and Limerick is also necessary to meet the needs of passengers using the ferry port.

Any works or improvements to the port, including new buildings, should be carried out and managed in accordance with best practices in accessibility and Guidelines for Accessible Maritime Passenger Transport (Department of Transport, March 2010).



Above: Pedestrian/Cycle Lane At Rosslare Harbour

¹² Whilst the provision of rail freight is an objective of this Plan, it is not a pre-condition of the development of LoLo traffic.

5.11.2 Pedestrian Accessibility

Rosslare Harbour and Kilrane are located on the N25 National Primary Route which caters for large volumes of traffic to and from the Europort on a daily basis. The N25/N11 Oilgate to Rosslare Harbour Scheme will improve access to the Europort and alleviate traffic through Kilrane village and the new town centre. Nevertheless there will still be a significant amount of local traffic in the area. The provision of pedestrian crossings, improved linkages, footpaths and cycle lanes would not only improve public safety but would also increase connectivity between the two villages. There is also a need to identify, improve and maintain public rights-of-way which are used for pedestrian activity and contribute to the general amenity of the area.

5.11.3 Car Parking

On-street parking is restricted in the plan area but private car parks are provided at Rosslare Shopping Centre, St. Patrick's Church and in the grounds of various hotels at Rosslare Harbour. There is also a small public car park adjacent to the shopping centre which is accessed from the N25. At Kilrane a private car park is located adjacent to the public house and there is a small surfaced area in front of the Church. All new developments will be required to provide adequate off-street car parking in line with the car parking standards contained in the County Development Plan 2007-2013.

Transport Policy

It is the policy of the Council to:

1. Reserve land for the proposed N25/N11 Oilgate to Rosslare Harbour Scheme and prohibit development which would compromise the construction of this route.
2. Encourage and facilitate the reopening of the Rosslare Harbour – Waterford railway line and prohibit development which would prejudice the reopening of this line.
3. Support and facilitate the extension and deepening of Rosslare Europort to allow larger ships to dock, subject to the findings of an Appropriate Assessment in compliance with Article 6 of the Habitats Directive, compliance with the Water Framework Directive and the Programme of Measures contained in the South Eastern River Basin Management Plan (2009-2015) and ensuring the protection of the Wexford Harbour Outer Shellfish Area.

4. Facilitate improved access to the port and promote integrated access arrangements in accordance with Guidelines for Accessible Maritime Passenger Transport (Department of Transport, March 2010).
5. Promote the integration of road, rail and maritime services in accordance with the trans-European combined transport network.
6. Work closely with public transport providers to enhance the provision of public transport services and to support rural community transport initiatives.
7. Encourage the development of a safe and efficient movement and accessibility network that will cater for the needs of all users and to prioritise alternative modes of transport including public transport, cycling and walking.
8. Limit the number of junctions onto the existing National Road Network in accordance with Section 10.11.1 of the Wexford County Development Plan 2007-2013 and the Spatial Planning and National Roads Guidelines for Planning Authorities (DECLG, 2012) and restrict access onto the new proposed National Road Network in the plan area.
9. Maximise pedestrian and cycle movements between residential areas, town centre, schools and employment centres.
10. Require all new developments to provide accessible, off-street parking in accordance with the development management standards set out in the County Development Plan.
11. Require the submission of a Traffic and Transport Assessment and/or Road Safety Audit for developments with the potential to create significant additional demands on the transport network by virtue of the nature of their activity, the number of employees, their location or a combination of these factors and for significant developments affecting National roads.

Transport Objectives

It is an objective of the Council to:

T1 – Facilitate the provision of a new link road to Rosslare Harbour as part of the N25/N11 Oilgate to Rosslare Harbour Scheme.

T2 – Upgrade the following road sections, to include re-surfacing and the provision of accessible footpaths and energy efficient public lighting:

- L-3064 from junction with N25 at Kilrane to junction with N25 at Rosslare Harbour;

- L-3064 from junction with N25 at Kilrane to St. Aidan's Cemetery;
- L-7102 from junction with N25 at Kilrane to Kilrane Business/Enterprise Park; and
- L-3059 from Kilrane to Ballygillane Big.

T3 – Provide new link roads at the following locations as shown on Map No. 2:

- Between Ros Mór/La Rochelle and Portside;
- Between St. Brendan's Estate and the L-3059 (adjacent to Ascal Ruain) including junction improvements; and
- Between the L-7102 at Ballyknockan and the L-3059 at Ballygillane Big.

T4 – Complete the footpath and cycle lane between Rosslare Harbour and Kilrane.

T5 – Identify, improve and maintain public rights-of-way.

T6 – Facilitate the development of additional car parking facilities at suitable locations in the town centre, including parking for persons with a disability.

T7 – Facilitate the development of a Transport Compound Facility for overnighting lorries which is within walking distance of amenities.

T8 – Facilitate the development of a rail cargo depot at Rosslare Harbour.

T9 – Support the local community in developing a 'community rail partnership' with Iarnród Éireann and assist in promoting and marketing the Rosslare Harbour-Waterford rail service.

5.12 Wastewater Treatment and Water Supply

Rosslare Harbour and Kilrane are well serviced by public water supply and foul and surface water drainage systems. The Wastewater Treatment Plant (WWTP) has a capacity of 9,383 P.E. with an estimated current loading of 3,938 P.E. Taking into consideration planning permissions granted and the likelihood of these permissions being implemented, future loading is predicted at 5,252 P.E.¹³ This leaves a spare capacity of 4,131 P.E. which is considered sufficient to accommodate development within the lifetime of the plan.

In terms of water supply Rosslare Harbour is well serviced by adequate storage and a good distribution system. Water supply is fed from the Mayglass Water Treatment Plant (WTP) which has a design capacity of 12,000m³/day but with maximum production from all boreholes can produce up to 14,000m³/day. Currently the average daily demand is

¹³ Likelihood of permission being implemented is based on the age of the permission

10,000m³/day, which services a population of approx 15,000. It is not anticipated that there will be water shortage during the plan period, however should there be a significant demand for additional water in the area, such as for further port development at Rosslare Harbour, there are plans for a future upgrade of the Mayglass plant to bring the capacity up to 21,000 m³/day. A Water Conservation Programme is in operation in the County.

Wastewater Treatment and Water Supply Policy

It is the policy of the Council to:

1. Ensure the provision of adequate water and wastewater treatment infrastructure to serve the needs of the existing and future population.
2. Protect existing groundwater aquifers and surface waters from pollution.
3. Conserve water supplies through the maintenance of the mains and the elimination of leakages.
4. Promote public awareness on the maintenance of water quality and economic and sustainable use.

5.13 Flooding and Surface Water Disposal

The OPW flood database identifies two recurring flood points (code 4) in the Ballygerry area. This area is also partially located within Flood Zones A and B as identified in an assessment carried out in accordance with The Planning System and Flood Risk Management: Guidelines for Planning Authorities (DEHLG & OPW, 2009). Flood Zone A is defined as having a high risk of flooding from rivers (i.e. more than 1% probability or more than 1 in 100), while Flood Zone B is defined as having a moderate risk of flooding from rivers (i.e. 0.1% to 1% probability or between 1 in 100 and 1 in 1000).

The area around the port is also identified as Flood Zone A and B with risk of flooding from tides. Flood Zone A is defined as having a high risk of flooding from the coast (i.e. more than 0.5% probability or more than 1 in 200) while Flood Zone B defines areas with a moderate risk of flooding from the coast (i.e. 0.1% to 0.5% probability or between 1 in 200 and 1 in 1000).

Wexford County Council recognises the need for a precautionary approach to development in flood risk areas in accordance with the principles of sustainable

development and the likely impacts of climate change. The Council will strive to minimise flood risk by aiming to ensure that new developments are not susceptible to flooding or cause or exacerbate flooding elsewhere. Applications for new development in Flood Zones A and B will be required to be accompanied by a an appropriate site specific flood risk assessment carried out in accordance with The Planning System and Flood Risk Management: Guidelines for Planning Authorities (DEHLG & OPW, 2009) and the Strategic Flood Risk Assessment contained in Appendix 3 of this plan.

Flooding and Surface Water Disposal Policy

It is the policy of the Council to:

1. Ensure that development should not itself be subject to an inappropriate risk of flooding nor should it cause or exacerbate such a risk at other locations. The planning authority will have regard to the guidelines for planning authorities The Planning System and Flood Risk Management (DEHLG & OPW, 2009) when assessing applications for new development.
2. Carefully consider the alteration of natural drainage systems and in the case of development works require the provision of acceptable mitigation measures in order to minimise the risk of flooding and negative impacts on water quality.
3. Require all applications for new development in Flood Zones A and B for developments that are vulnerable to flooding to be accompanied by an appropriate site specific flood risk assessment carried out in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities (DEHLG & OPW, November 2009). The assessment must detail how the Development Management Justification Test has been met.
4. Require the provision of adequate storm water retention facilities in new developments, including the use of soft landscaping and sustainable drainage techniques. The Council will seek to ensure that all proposed drainage systems are consistent with Sustainable Urban Drainage Systems (SuDS) and will ensure that the rate of discharge into the public surface water system are restricted in line with storm water management policy.

5.14 Waste Management

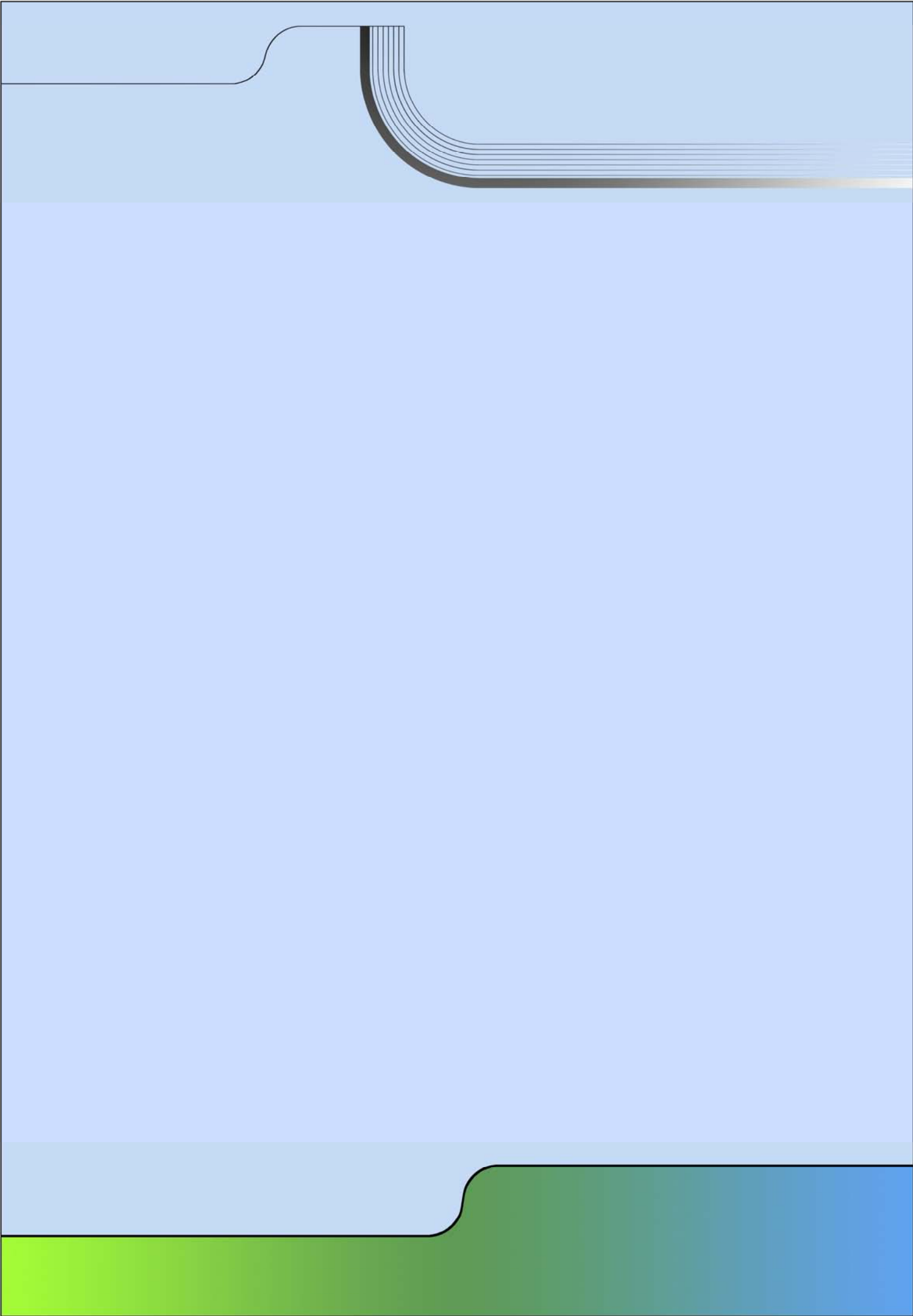
Waste management is a fundamental requirement for sustainable development and environmental protection. The Council will have regard to the Joint Waste Management Plan for the South-East Region 2006-2011 and any subsequent revisions to this plan when dealing with waste. The Council will focus on prevention, minimisation, re-use/recycle and disposal of waste using energy recovery methods.

Rosslare Harbour currently has a recycling facility that caters for the recycling of glass and cans. This service will need to be expanded to accommodate the additional waste recycling needs for an increased population.

Waste Management Policy

It is the policy of the Council to:

1. Require the provision of recycling facilities and adequately screened waste storage areas for new residential and commercial developments.
2. Encourage the recycling of materials from all waste sources and promote the principles of waste prevention and minimisation with local businesses, schools and residents' associations.





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