

# MAGUIRE & ASSOCIATES

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BUILDING DESIGNERS

CHARTERED TOWN PLANNERS  
ARCHITECTS

6, Railway Terrace,  
Dublin Road.  
Naas.  
Co. Kildare  
W91 NYK3

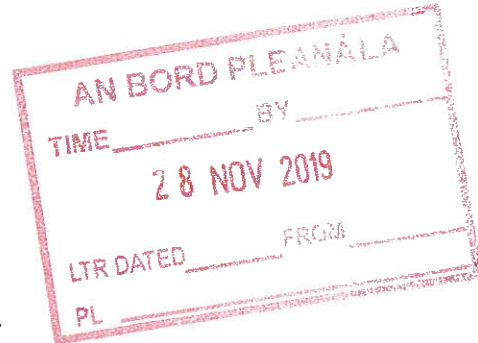
Telephone No. (045) 876384  
Mobile No. (087) 2680888  
E-mail. admin@manda.ie

Our Ref: 615.2019

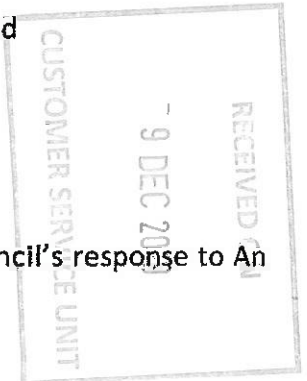
28<sup>th</sup> November 2019

By Register Post/By Email: [bord@pleanala.ie](mailto:bord@pleanala.ie)

An Bord Pleanala,  
64 Marlborough Street,  
Dublin 1.



Re: **An Bord Pleanala Case Number: ABP-303726-19**  
**Strategic Infrastructure Development** at  
Trinity Wharf, Trinity Street, Wexford.  
Applicant: Wexford County Council  
Our Clients: Personal representative of Maureen Hickey deceased  
3, William Street Lower,  
Wexford.



Dear Sir/Madam,

We are writing to An Bord Pleanala in respect of the above and Wexford County Council's response to An Bord Pleanala.

We now enclose the following documents for your attention: -

- (a) Copy of our Planning Submission dated 1<sup>st</sup> April 2019
- (b) Copy of Additional Planning Submission dated 28<sup>th</sup> November 2019

We trust that the contents of these two Planning Submissions will be taken into consideration in the determination of this planning application.

Kindly acknowledge receipt.

Yours sincerely,

  
**THOMAS MAGUIRE**  
Managing Director  
**MAGUIRE & ASSOCIATES**



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Our Ref: 615.2019

## PLANNING SUBMISSION

**AN BORD PLEANALA CASE NO:** ABP-303726-19

**CLIENTS NAME:** Personal Representative of Maureen Hickey, deceased

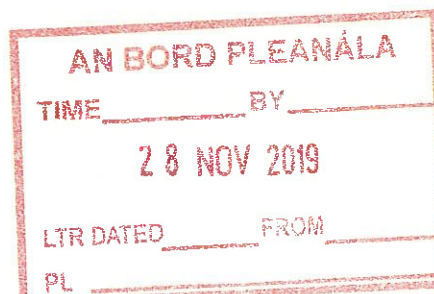
**CLIENTS ADDRESS:** 3, William Street Lower,  
Wexford.

**APPLICANTS NAME:** Wexford County Council

**DEVELOPMENT:** Strategic Infrastructure Development

**ADDRESS OF DEVELOPMENT:** Trintiy Wharf  
Trinity Street.  
Wexford.,

**DATE OF SUBMISSION:** 28<sup>th</sup> November 2019



## INTRODUCTION

We would draw your attention to our previous Planning Submission on this particular file. It is our intention to make further observations on this planning application responding to Wexford County Council's response to An Bord Pleanala.

## RESPONSE TO PAGE 61 OF "WEXFORD COUNTY COUNCIL" RESPONSE

- a. *Ownership of the land: disputes ownership of area shown as under the control of the applicant behind No. 3 William St.*

The issue of the ownership of the land has not been clarified. However this issue may be dealt with later through the legal system.

- b. *Statutory requirements for newspaper Notices and site notices: queries advertisement of newspaper Notice as inadequate and not in accordance with Statutory requirements.*

It is noted that An Bord Pleanala considered the Notices inadequate which we understand has now been rectified by the new Notices.

- c. *Car Parking: Applies WTEDP parking standards to establish shortfall in provision – notes that Section 5.48 states that 63% of employees will drive to work and queries that events and conferences will rarely be held during office hours. Contends that there is no factual basis that the peak parking demand will be 509 spaces. Concerned that this will lead to serious on-street car parking in the vicinity of the site. Concerns regarding shortfall in car parking.*

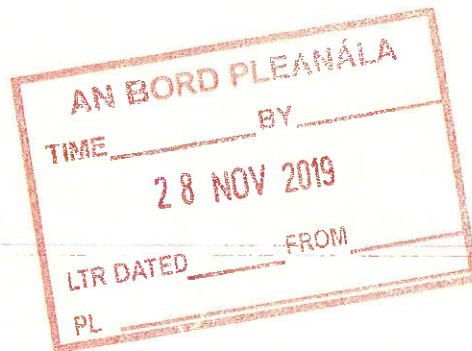
There is no alternative to car dependency in Rural Ireland in towns like Wexford. The concept of using industry standards as suggested is totally at variance with reality. There are no frequent "Public Transportation" modes like Luas, Dart or Bus Transport available to warrant the reduction in car parking standards suggested. The figures for car parking demand that have been calculated by us are based on the car park standards included in the Wexford Town and Environs Development Plan 2009-2015 as extended.

The under provision of car parking provision proposed will lead to serious traffic hazard on the main roads leading into this site due to the unavailability of car parking within the site. The idea that the conference centre will not be used during office hours is unreal and unrealistic. The statement that on street car parking in the surrounding area will not be affected by this proposed development is difficult to believe.

The proposal to use town centre car parking for this proposed development clearly acknowledges that there is an inherent deficiency in the car parking for this proposal.

The suggestions that is being made in this response is that people will drive to work in Trinity Wharf. When they discover that there is no parking on site, they will then drive back to town centre car parking, park their cars and spend ten minutes walking back to work.

**This will not happen!!!**



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**RESPONSE TO OVERALL PROPOSALS**

We once more include the car parking section as there was a small error in calculation in the original "Car Parking Requirements" submitted to An Bord Pleanala.

**CAR PARKING**

The car parking standards are set out in Table 4 Car Parking Standards Page 116 of the Wexford Town and Environs Development Plan 2009-2015 as extended.

**CAR PARKING REQUIREMENTS**

120 Bedroom Hotel

1 space per bedroom Total = 120

58 apartments

1.5 space per apartment Total = 87

Office Building A 5450 Sq.

1 space per 25 sq.m Total = 218

Office building B 6105 sq.

1 space for 25 sq. Total = 244.2

Office building c 4990 sq.m

1 space per 25 sq.m. Total = 199.6

Cultural / Performance Centre 2945m<sup>2</sup>

1 space per 25 sq.m Total = 117.80

Public House/Restaurants 1530 m<sup>2</sup>

1 space per 25 sq.m. Total = 61.20

64 Berth Floating Boom Marina

No Standards shown

Would consider 2 space per berth

to be reasonable Total = 128 (previously 64)

**OVERALL TOTAL CAR PARKING REQUIREMENTS** 1,175.8

Say one thousand one hundred and seventy six car parking space 1176

Total amount of car parking to be provided on site = 509

**SHORTFALL in car parking = 667**

## COMMENT

Having regard to the car dependency of this proposed development, where the "car" is the only available means of transport in regional areas and towns of Ireland like Wexford, it is difficult to see how the traffic analysis can suggest a figure of 509 car parking spaces. According to Table 4 Car Parking Standards of the Wexford Town and Environs Development Plan of 2009-2015 as extended, the total car parking demand is approximately 1176 leaving a shortfall of 667, some 57%.

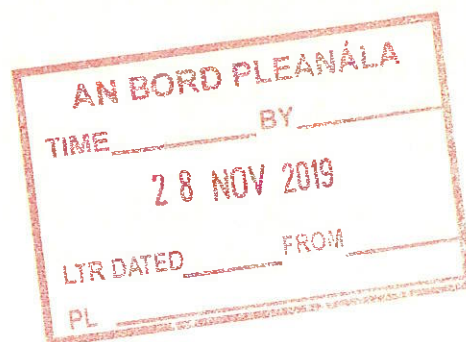
## ADDITIONAL COMMENT ON TRAFFIC ANALYSIS REPORT ON WILLIAM STREET

We refer to our previous comments in our Submission of 1<sup>st</sup> April 2019. We have taken some photographs of Trinity Street and William Street which we enclose in **Appendix I**, while we carried out a Survey of carriageway widths on William Street and Trinity Street. The location of these Surveys are shown on the Ordnance Survey Map in **Appendix II**. We note from the Wexford Quay Economic Development and Spatial Implementation included in Appendix EI that cycleways are proposed for Trinity Street and William Street.

The carriageway width of William Street is approximately 9.4 metres wide. It is extremely difficult to see how car parking, cycleways and two lanes of road carriageway will be accommodated in this width of 9.4 metres. We can find no reference in the "Road Traffic Analysis" of how this will be achieved.

## COMMENT

The loss of car parking from the front of their houses for the people of William Street will lead to a serious loss of residential amenities.



## **RESPONSE TO APPENDIX AA5 ROAD SAFETY AUDIT REPORT AND DESIGN TEAM RESPONSES**

We note that a Road Safety Audit Stage 1 has been carried out within the site boundaries.

### **COMMENT**

We do not understand why a "Road Safety Audit" Stage 1 has not been carried out on Trinity Street and William Street. They are the two main vehicular routes into and out of the site.

The traffic analysis is flawed as it has not taken into account the direct and indirect impact on the existing "road infrastructure" by this proposal.

## **POSSIBLE ALTERNATIVE CAR PARKING FOR RESIDENTS OF WILLIAM STREET**

We attach in **Appendix III** page 80 of the Wexford Quay Economic Development and Spatial Implementation Plan. We note that part of the Wexford County Council lands has been allocated for office/retail development. We have edged this area in red and would suggest that this would be an alternative car park site for the residents of William Street.

## **OTHER CASES WHERE INADEQUATE TRAFFIC ANALYSIS HAS LED TO AN BORD PLEANALA REFUSING PERMISSION**

We attach in **Appendix IV** copy of Board Order 29S.JA0039 for the College Green Plaza in Dublin.

We note that this planning permission was refused by An Bord Pleanala on the basis of inadequate traffic analysis of the proposed development.

## **IMPACT ON RESIDENTIAL AMENITIES**

Please refer to previous Submission of 1<sup>st</sup> April 2019

We refer to Appendix 5.2.1 Proposed Site Sections and in particular to Drawing No: TWW-STW-0022-DR-A-131-2053 Revision P-01.

Proposed Site Section 9 refers to No: 3 William Street and clearly demonstrates the detrimental impact that the "car parking building" will have on the residential amenities of 3 William Street. The proposal does not even include remedial measures to try and reduce the impact of this car park building on the residential amenities of 3 William Street.



## CONCLUSION

Despite the enormous and unlimited resources that the applicants Wexford County Council have available, and the opportunity that An Bord Pleanala have afforded the applicants, to revise the proposal, the traffic analysis and its direct and indirect impacts that this proposal will have on the road infrastructure and the residential amenities of the houses on William Street have largely been ignored in the analysis.

The significant and detrimental impacts in this proposal both direct and indirect on the residential amenities of William Street have been ignored.

We note that precedents have been set by An Bord Pleanala in previous decision 29S.J0039 to refuse planning permission on the basis of inadequate traffic analysis of a proposed scheme.

We would urge "An Bord Pleanala" to follow their own precedent and refuse this proposal in its current format.

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BUILDING DESIGNERS**

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## **APPENDIX I**

### **SELECTION OF PHOTOGRAPHS**

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## **PHOTOGRAPH 1**

**VIEW DOWN TRINITY STREET  
FROM TRINITY STREET**



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## **PHOTOGRAPH 2**

**VIEW FROM TRINITY STREET  
LOOKING UP WILLIAM STREET**

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## **PHOTOGRAPH 3**

**VIEW FROM BOTTOM OF WILLIAM STREET  
LOOKING DOWN TRINITY STREET**





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## **PHOTOGRAPH 4**

**VIEW FROM BOTTOM OF WILLIAM STREET  
LOOKING UP WILLIAM STREET**



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---

## PHOTOGRAPH 5

VIEW FROM WILLIAM STREET  
LOOKING DOWN TRINITY STREET





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## PHOTOGRAPH 6

VIEW FROM WILLIAM STREET  
LOOKING UP WILLIAM STREET



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## **APPENDIX II**

### **ROAD MEASUREMENTS OF TRINITY STREET AND WILLIAM STREET**

**CENTRE COORDINATES:**  
ITM 705433,621218

**ORDER NO.:**  
50050628\_2

**MAP SHEETS:**  
1:1,000 5451-22  
1:1,000 5451-23

**COMPILED AND PUBLISHED BY:**  
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Phoenix Park,  
Dublin 8,  
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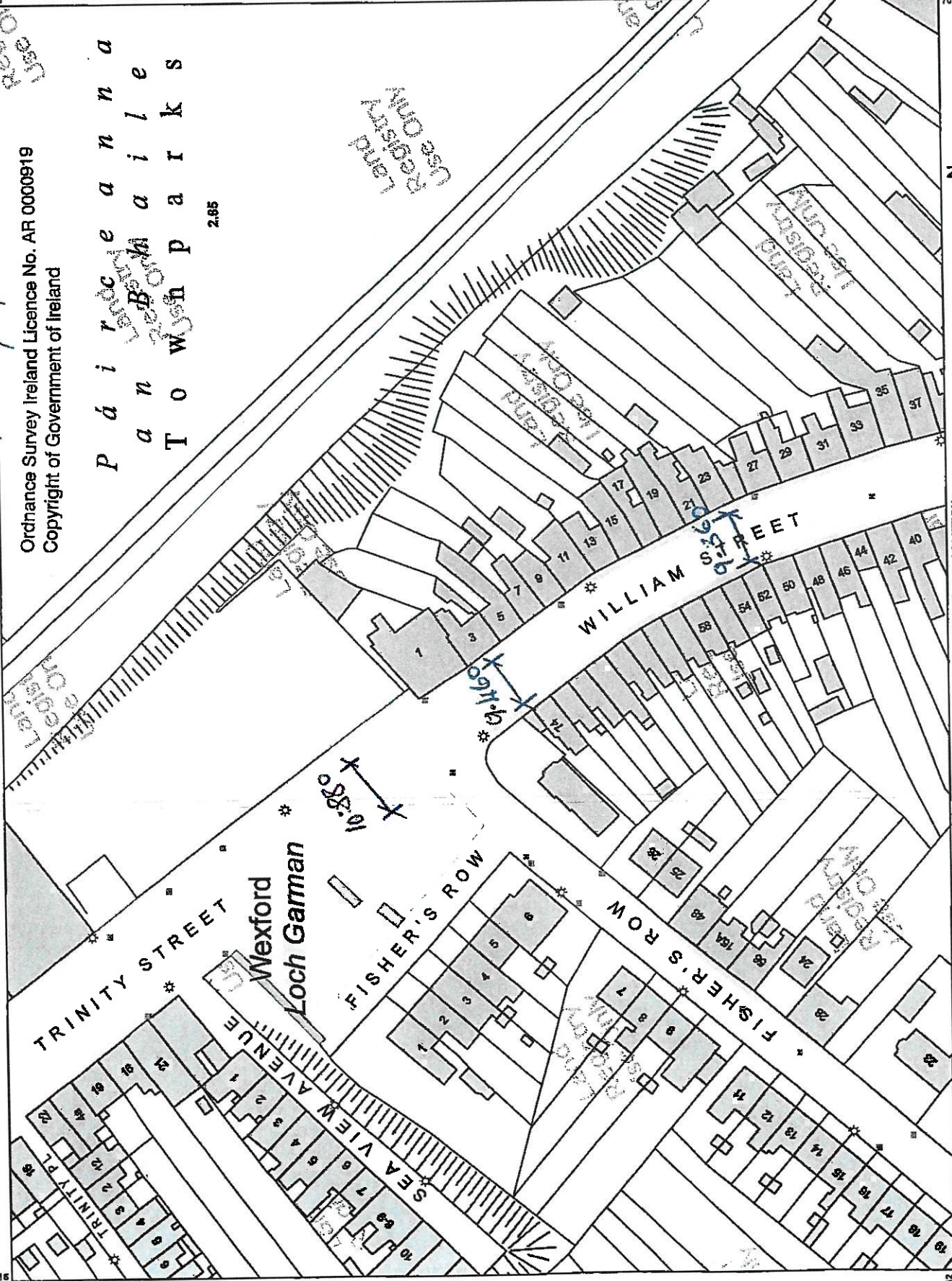
*Widtk's*  
*SURVEY OF CARRIAGE WAY*  
*DATE OF SURVEY: 24/11/2019*

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*Páiri ródceana  
anna  
Bonnaille  
Towh páirks*

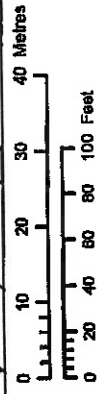
2.85

Land  
Registry  
Use Only



**CAPTURE RESOLUTION:**  
The map objects are only accurate to the  
resolution at which they were captured.  
Output scale is not indicative of data capture scale.  
Further information is available at:  
[www.osi.ie](http://www.osi.ie)

**OUTPUT SCALE: 1:1,000**



621132

705316

705549

621134



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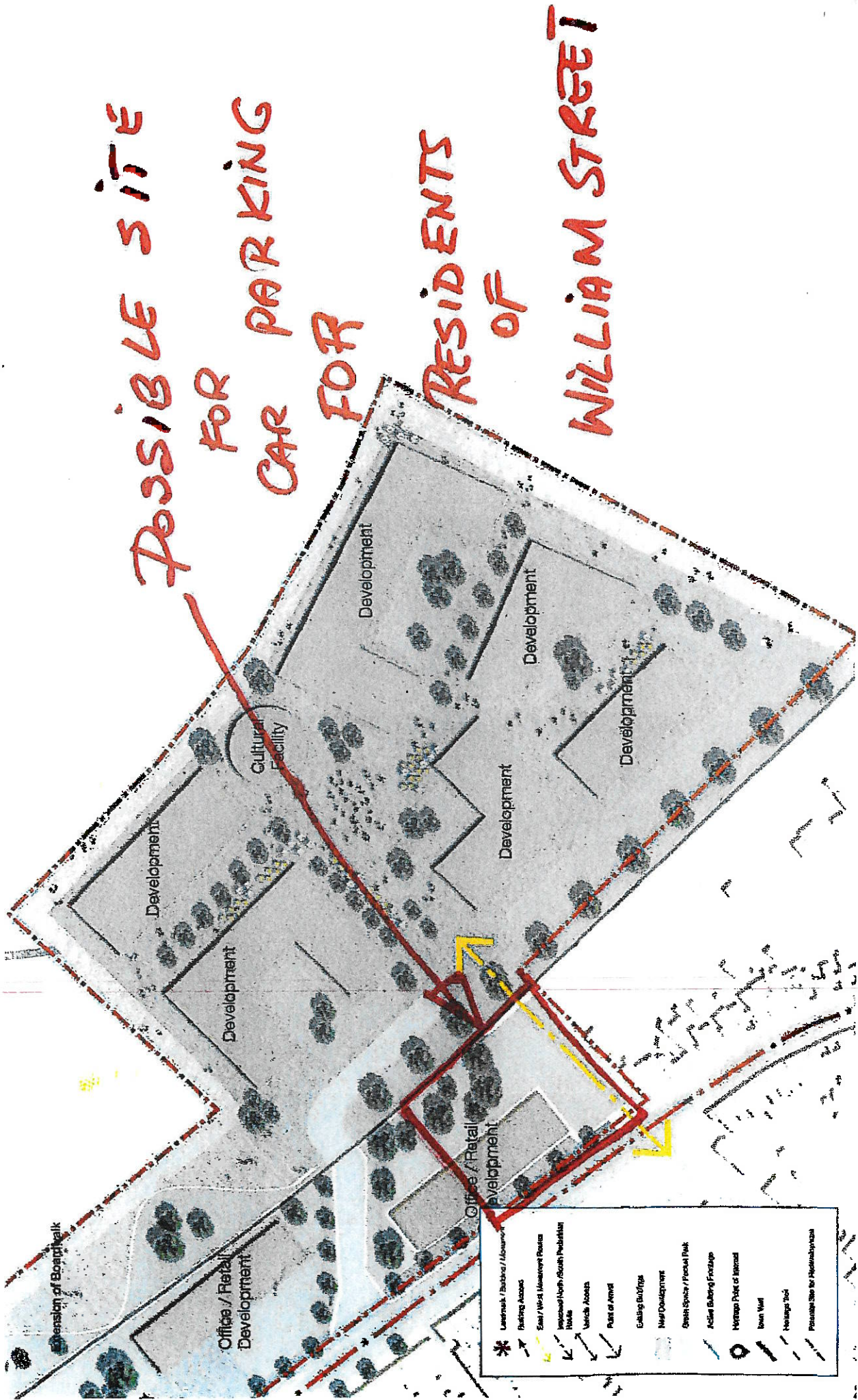
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## APPENDIX III

PAGE 80 OF  
WEXFORD QUAY ECONOMIC DEVELOPMENT  
AND  
SPATIAL IMPLEMENTATION PLAN



TRINITY WHARF - INDICATIVE MIXED USE BUSINESS HUB DEVELOPMENT

CHARTERED ENGINEERS  
BUILDING DESIGNERS

MAGUIRE & ASSOCIATES

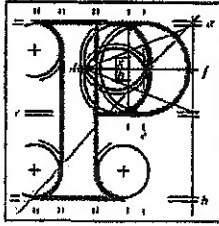
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## APPENDIX IV

COPY OF  
BOARD ORDER 29S.JA0039



An  
Bord  
Pleanála

**Board Order  
29S.JA0039**

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**Planning and Development Acts, 2000 to 2018**

**Planning Authority: Dublin City Council**

**Application** by Dublin City Council for approval under section 175 of the Planning and Development Act 2000, as amended, in accordance with plans and particulars, including an environmental impact assessment report lodged with An Bord Pleanála on the 18<sup>th</sup> day of May, 2017.

**Proposed Development:** Development of a civic plaza and ancillary traffic management measures on an overall site of 13,960 square metres (1.396 hectares) (of which the plaza component covers an area of 7,300 square metres (circa 0.73 hectares)), currently comprising roadways and pathways on a site which includes the full area of College Green and Foster Place (also known as Foster Place South) to the south and west of the Bank of Ireland (former House of Parliament) and immediately west of Trinity College and encompasses Church Lane, Trinity Street, St. Andrew Street, the northern end of Grafton Street and the southernmost part of College Street. The eastern edge of the proposed plaza is demarcated by the north-south alignment of Luas Cross City and runs westwards as far as Anglesea Street (with a maximum east-west length of 148 metres). The site is bounded by the following Protected Structures: Bank of Ireland (old Parliament House and armoury building), Henry Grattan monument (College Green), 2, 3, 9, 12-17, 20-27, 32-37 College Green; Trinity College (Buildings fronting Parliament Square, including Regent House, the Chapel, the Examination Hall, the Dining Hall and the 1937

Reading Room); Trinity College (Statues of Oliver Goldsmith and Edmund Burke); Trinity College (entrance gates and railings with granite bases on Grafton Street facing College Green), and Thomas Moore statue; 19-22, 24-31, 37-41, 46-49, 50-57 Dame Street; 3-4 and 5-6 Foster Place South; 1 Grafton Street (The Provost's House, Trinity College: House, boundary walls, gate piers and gates) and 117-119 Grafton Street; former St. Andrew's Church and 1, 2, 19-24 St. Andrew Street; 1-2 Suffolk Street, 2, 3-4 Church Lane. The site is located in a Conservation Area; the South City Retail Quarter Architectural Conservation Area (ACA); the Grafton Street and Environs Architectural Conservation Area and a zone of archaeological interest. The scheme provides for the removal of the existing median incorporating a central taxi rank and street trees. Existing statues are proposed to be repositioned within the site as an integral part of the design. Traffic management measures are also proposed including the removal of east-west traffic from College Green. The taxi rank on Foster Place and bus stops on College Green/Dame Street shall be removed and facilities relocated. Trees on Foster Place are to be retained. The main pedestrian plaza space on College Green situated (in front of the Bank of Ireland) between Church Lane and Grafton Street is 1,930 square metres (circa 0.193 hectares) in area, includes a central fountain feature, and has a maximum length of 63 metres (east-west) and maximum width of 34 metres (north-south); including high quality paving of the public domain (light and dark granite setts), street furniture (including lighting, seating, litter bins, bollards, cycle stands, planters and tree grilles) and the retention/relaying of existing flags and cobbles in Foster Place (area of 1,400 square metres (circa 0.14 hectares)). A new pedestrian crossing is proposed between the plaza to Trinity College entrance gates. A new row of trees is proposed on the southern edge of the plaza and a cycle path shall be provided on the southern edge. The intersection of Foster Place, College Green and Church Lane will be emphasised by the relocation of the existing Thomas Davis monument at this fulcrum. The area from the junction with Church Lane westwards to the junction with Anglesea Street 2,100 square metres (circa 0.21 hectares) is to be defined as an architecturally treated street with a row of new trees on northern and southern sides incorporating a bus turning circle (diameter circa 24.5 metres) and minor road works are also proposed on Dame Street, Trinity Street, St. Andrew

Street and Church Lane to include on-street loading bays and taxi ranks; overall site services, drainage measures and utilities.

## **Decision**

**Refuse to approve the above proposed development based on the reasons and considerations set out below.**

## **Matters Considered**

In making its decision, the Board had regard to those matters to which, by virtue of the Planning and Development Acts and Regulations made thereunder, it was required to have regard. Such matters included any submissions and observations received by it in accordance with statutory provisions.

## **Reasons and Considerations**

It is considered that the principle of the proposed development is acceptable and that it would produce a quality public realm that would significantly enhance the amenity and attractiveness of this city centre location, would significantly improve the visual amenities of the area and would facilitate improved appreciation of the architectural and cultural heritage of this important site.

However, it is considered that:-

- (i) notwithstanding the use of the regional traffic model, the Board cannot be satisfied that the traffic analysis carried out, and the associated information provided, particularly at the local level, was sufficient to accurately quantify the traffic impacts of the proposed development and the magnitude of those impacts,
- (ii) the consequent uncertainty but likely significantly negative impacts for bus transport, in the light of the scale of re-routing of buses proposed, the critical importance of bus transport to the city, and its future role in facilitating modal shift from public car usage, in line with national policy,
- (iii) the identified and unresolved capacity issues on the Quays in relation to their capacity to accommodate the scale of bus re-routing proposed, and
- (iv) the failure to demonstrate that the existing footpaths on both sides of the Quays have the capacity to accommodate the increased numbers of pedestrians that would be re-directed onto the Quays as a result of bus re-routing,

the proposed development would give rise to significant adverse impacts on pedestrians and on bus transport within the city centre and would, therefore, be contrary to the proper planning and sustainable development of the area.

---

**Member of An Bord Pleanála  
duly authorised to authenticate  
the seal of the Board.**

**Dated this      day of                      2018**





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E-mail. admin@manda.ie

Our Ref: 615.2019

## PLANNING SUBMISSION

**CLIENTS NAME:** Personal Representative of Maureen Hickey, deceased

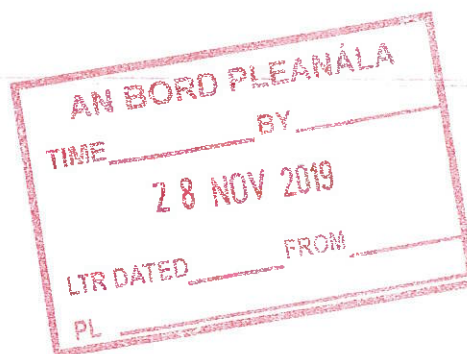
**CLIENTS ADDRESS:** 3, William Street Lower,  
Wexford.

**APPLICANTS NAME:** Wexford County Council

**DEVELOPMENT:** Strategic Infrastructure Development

**ADDRESS OF DEVELOPMENT:** Trinity Wharf  
Trinity Street.  
Wexford,.

**DATE OF SUBMISSION:** 1<sup>ST</sup> April 2019.



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### INTRODUCTION

We have been instructed by the Personal Representative of Maureen Hickey, deceased, to prepare a Planning Submission in relation to the proposed Strategic Infrastructural Development at Trinity Wharf, Trinity Street, Wexford,

### OWNERSHIP OF THE LAND

We enclose copy of O.S. Map scale 1:1000 in **Appendix 1** showing land in the ownership of the Personal Representative of Maureen Hickey, deceased.

This land has been in the client's family ownership over 70 years. We would suggest that part of the applicants land holding **colour blue** on the Existing Site Layout – Trinity Drawing No: TWW – STW-OO-ZZ-DR-Z-131-1003 revision. P.01 are not in the applicant's ownership. Similar situations may arise in relation to other adjoining landholdings in William Street Lower.

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## **APPENDIX 1**

**MAP OF SITE  
OF PERSONAL REPRESENTATIVE  
OF MAUREEN HICKEY, deceased  
3, WILLIAM STREET LOWER.  
WEXFORD.**

# Lana Registry Compliant Map



National Mapping Agency

**CENTRE COORDINATES:**  
 ITM 706433,621218

**PUBLISHED:** 06/03/2019  
**ORDER NO.:** 50050628\_2

**MAP SERIES:** 5451-22  
 1:1,000  
**MAP SHEETS:** 5451-22  
 1:1,000  
 5451-23

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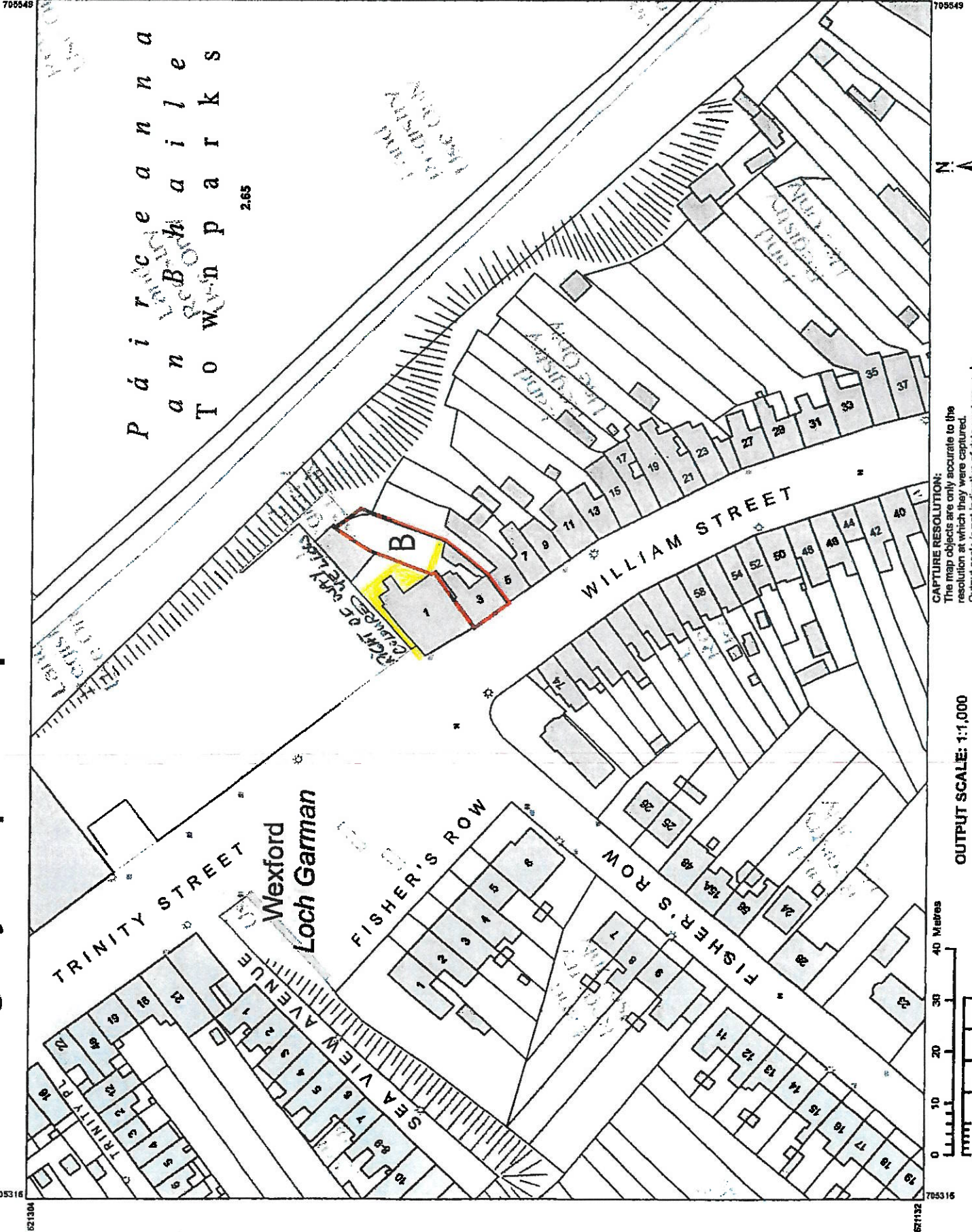
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## STATUTORY REQUIREMENTS FOR NEWSPAPER NOTICES AND SITE NOTICES.

We have examined the Newspaper Notice prepared by Wexford County Council inserted in the Wexford People newspaper on the 12<sup>th</sup> February 2019. There was no reference to the Statutory Requirement for a Planning Fee of €50.00 to accompany any Submissions/Observations made to An Bord Pleanála in respect of this proposed development.

We note that a further Newspaper Notice as inserted by Wexford County Council in the Wexford People on 26<sup>th</sup> February 2019 regarding the Statutory Requirements for a Planning Fee of €50.00 to accompany any Submissions/Observations made to An Bord Pleanála.

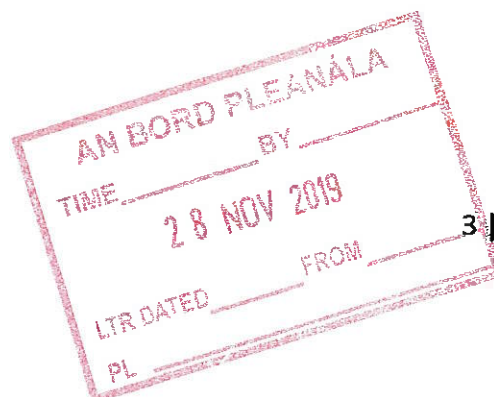
It is our considered opinion that the 2<sup>nd</sup> newspaper notice on the 26<sup>th</sup> February 2019 could be mis-interpreted by any reasonable member of the general public. They may not fully understand the significance of this 2<sup>nd</sup> newspaper notice. The proposed development has not been adequately described in this 2<sup>nd</sup> newspaper notice.

In addition, some members of the General Public may not have been aware of the 2<sup>nd</sup> newspaper notice which could lead to an invalid Observation/Submission to An Bord Pleanála.

In our opinion the Newspaper Notice for this Strategic Infrastructural Development has not been advertised correctly and in accordance with the Statutory Requirements for newspaper notices.

In the interest of fairness, justice and reasonableness the newspaper notice for this Strategic Infrastructural Development should be re-advertised again correctly with new Site Notices erected on the site.

We attach copy of Newspaper Notice dated 12<sup>th</sup> February 2019 and 26<sup>th</sup> February 2019 for your attention in **Appendix 11**



**MAGUIRE & ASSOCIATES**

**CHARTERED ENGINEERS  
BUILDING DESIGNERS**

**CHARTERED TOWN PLANNERS  
ARCHITECTS**

6, Railway Terrace, Dublin Road, Naas, County Kildare W91 NYK3  
Tel No. (045) 876384. Mobile No. (087) 2680888. E-mail: [admin@manda.ie](mailto:admin@manda.ie).

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**APPENDIX 11**

**(A) COPY OF NEWSPAPER NOTICE DATED 12<sup>TH</sup> FEBRUARY 2019**

**(B) COPY OF NEWSPAPER NOTICE DATED 26<sup>TH</sup> FEBRUARY 2019**

**Comhairle Contae  
Loch Garman**  
Carricklawn, Wexford Y35 WY93



053 919 6000  
www.wexfordcoco.ie  
customerservice@wexfordcoco.ie

Special Projects

**WEXFORD COUNTY COUNCIL**  
Planning and Development Act, 2000 as amended – Part XV, Section 226  
Planning and Development Act, 2000 as amended – Part XAB, Section 177AE

**Notice of Proposed Development by a Local Authority**  
**Trinity Wharf**

In accordance with Section 226 of the Planning and Development Act 2000, as amended, Wexford County Council proposes to seek the approval of An Bord Pleanála for a proposed development at Trinity Wharf, Trinity Street in the townland of Townparks, Wexford Town and adjacent areas of foreshore within Wexford Harbour.

The overall site application area is 5.5Ha, comprising both landward and marine areas, and includes areas at Trinity Wharf, Trinity Street, Seaview Avenue, Paul Quay Car-Park and areas within the foreshore in Wexford Harbour. The development site lies adjacent to and partly within the Slaney River Valley Special Area of Conservation and the Wexford Harbour and Slobbs Special Protection Area.

The development comprises a mixed-use urban quarter redevelopment of a brownfield, derelict site, as well as development within the foreshore, including:

- A six-storey 120-bedroom hotel of c. 9,950 m<sup>2</sup> gross floor area and height of c. 21.15m (Ground Floor to Roof Plant Level)
- A six-storey multi-storey car park of c. 12,750 m<sup>2</sup> gross floor area providing 462 car parking spaces (including 23 spaces designated for people with disabilities) with a height of c. 18.15m (Ground Floor to Roof Plant Level). In addition, a further 47 parking spaces are provided at surface level around the site. In total, 509 parking spaces are provided
- A five-storey residential building of c. 8,820 m<sup>2</sup> gross floor area providing 58 apartments (8 no. one bed, and 50 no. two bed) with a height of c. 15.0m (Ground Floor to Roof Plant Level), and ancillary facilities (communal open space, bicycle and bin stores)
- Office Building A, five storey, c. 5,450 m<sup>2</sup> gross floor area, height of approx. 20.0 m (Ground Floor to Roof Plant Level)
- Office Building B, five storey, c. 6,105 m<sup>2</sup> gross floor area, height of approx. 20.0 m (Ground Floor to Roof Plant Level)
- Office Building C, five storey, c. 4,990 m<sup>2</sup> gross floor area, height of approx. 20.0 m (Ground Floor to Roof Plant Level)
- A two-storey cultural/performance centre of c. 2,945 m<sup>2</sup> gross floor area and height of c. 10.0m (Ground Floor to Roof Plant Level) with event capacity for up to 400 people
- A two-storey mixed-use restaurant/café/ specialist retail building of c. 1,530 m<sup>2</sup> gross floor area and height of c. 8.0m (Ground Floor to Roof Plant Level)
- A single storey management building of c. 57 m<sup>2</sup> gross floor area with a height of c. 3.2 m (Ground Floor to Roof Level) with associated landscaping works and retaining walls to the main vehicular entrance road
- A new vehicular entrance road with a signalised junction on Trinity Street, widening of Trinity Street, a new railway level crossing and associated works
- A new sheet-piled sea wall around the existing Trinity Wharf site (c. 550m overall length) faced along the north-western section with precast concrete panels (c. 81 m length) and rock armour (for c. 62 m length) and along the south-eastern section with a rock armour revetment (c. 187 m length) and exposed sheet-piled walling along the north-eastern side (c.220 m length) with ground level across the site raised to typically 3.5m OD,
- Site infrastructure works including ground preparation works, installation of foul and surface water drainage, wastewater pumping station, services, internal roads, public realm and landscape including a public plaza with 1,000m<sup>2</sup> open performance / events space. A total of 148 bicycle parking spaces throughout the development of which 90 spaces are dedicated to the residential development.
- A pedestrian/cycle boardwalk/bridge (c. 187m long) connecting with Paul Quay, with gradual sloped access ramps (max. 1:20 gradient) of c. 55m length on Paul Quay and c. 24m at the Trinity Wharf development site,
- A 64 berth floating boom marina in Wexford harbour
- All other ancillary works

An Environmental Impact Assessment Report (EIAR) has been prepared in respect of the proposed development.

The proposed development has the potential to impact on a number of designated European sites and a Natura Impact Statement (NIS) has been prepared in respect of the proposed development.

The application documentation, including the EIAR and NIS, will be available for inspection free of charge, or purchase at a reasonable fee not exceeding the reasonable cost of making a copy, at:

- An Bord Pleanála's offices during public opening hours, from 15th February 2019 until 1st April 2019 inclusive (except on Public and certain Holidays)
- Planning Department, Wexford County Council, County Hall, Carricklawn, Wexford, Y35 WY93 between the hours of 0900 to 1300, and 1400 to 1800 Monday to Friday from 15th February 2019 until 1st April 2019 inclusive (except on Bank and Public Holidays)
- Wexford Town Library, Mallin Street, Wexford, Y35 AY20 from 15th February 2019 until 1st April 2019 inclusive between the hours of 1030 to 1730 Monday, Wednesday, Friday & Saturday (except Mondays and Saturdays on Bank Holiday weekends) and 1030 to 2100 on Tuesdays & Thursdays.

The application may also be inspected online from 15th February 2019 at the applicant's website: <https://www.wexfordcoco.ie/business/economic-development-projects/trinity-wharf-development>  
Submissions or observations may be made in writing to An Bord Pleanála, 64 Marlborough Street, Dublin 1, D01V902 until 1730 on 1st April, 2019 relating to:

- (i) the implications of the proposed development, if carried out, for proper planning and sustainable development in the area or areas concerned,
- (ii) the likely effects on the environment, if carried out, and
- (iii) the likely effects on a European site of the proposed development, if carried out.

Submissions or observations duly made will be considered by An Bord Pleanála in making a decision on the application. Such submissions or observations must also include the following information:

- (a) the name of the person, authority or body making the submission or observation, the name of the person, if any, acting on behalf of that person, authority or body, and the address to which any correspondence relating to the application should be sent,
- (b) the subject matter of the submission or observation, and
- (c) the reasons, considerations and arguments on which the submission or observation is or are based.

An Bord Pleanála may give approval to the application for development with or without conditions or may refuse the application for development.

A person may question the validity of a decision of An Bord Pleanála by way of an application for a judicial review, under Order 84 of the Rules of the Superior Courts (S.I. No. 15 of 1986). Practical information on the review mechanism can be found in the Judicial Review Notice on the An Bord Pleanála's website: [www.pleanala.ie](http://www.pleanala.ie) or on the Citizens Information Service website: [www.citizensinformation.ie](http://www.citizensinformation.ie).

Any enquiries relating to the application process should be directed to An Bord Pleanála (Tel. 01 858 8100).

Pat Collins  
County Secretary  
12th February 2019

Street Lights Broken?  
Report on [www.deadsureapp.com](http://www.deadsureapp.com)

Outside office hours call: 1890 666 777  
Register on [www.mapalserter.com](http://www.mapalserter.com) for free text and email alerts about service disruptions in your locality

Planning app. lists available at  
[www.wexfordcoco.ie/planning](http://www.wexfordcoco.ie/planning)

**Comhairle Contae  
Loch Garman**  
Carricklawn, Wexford Y35 WY93



053 919 6000  
www.wexfordcoco.ie  
customerservice@wexfordcoco.ie

**Special Projects**

**Planning and Development Acts, 2000 as amended – Part XV, Section 226  
Planning and Development Acts, 2000 as amended – Part XAB, Section 177AE**

Mixed-use urban quarter redevelopment of a brownfield, derelict site, as well as development within the foreshore at Trinity Wharf, Trinity Street, Seaview Avenue, Paul Quay Car-Park and areas within the foreshore in Wexford Harbour, Wexford.

In compliance with a request by An Bord Pleanála, Wexford County Council hereby advises by way of clarification to the public notice dated the 12th February, 2019 that any submissions/observations to the Board must be accompanied by a fee of €50 (except for certain prescribed bodies).

The application may be viewed at the offices of Wexford County Council, An Bord Pleanála and Wexford Town Library.

As previously referred to in the public notice dated the 12th February, 2019, any submissions/observations must be received by the Board not later than 5.30p.m. on the 1st April 2019.

**Gorey Municipal District**

The Men's Shed Gorey, a community focused charitable organisation, is seeking a c.1,000 sq. ft vacant premises within c. 3 km of Gorey Town, from which to operate a workshop and recreation centre. The unit should be connected to all utilities, be reasonably well insulated and have vehicular access. A unit in need of some repair might suit.

Low rent or rent in lieu of maintenance desirable, but can be negotiated. The Men's Shed has full Public Liability Insurance.

Please contact Bob at 086 1027377 or Donnacha at 087 7012356

**New Ross Municipal District**

**New Ross  
Pilot Shop Front Improvement Scheme 2019**

New Ross Municipal District has a scheme available to assist Business Owners / Operators to carry out works which will improve the exterior appearance of their business premises.

Any business premises located on South St, North St, John St, Mary St, Quay St, The Quay or Charles St. is eligible to apply under the scheme. Funding is restricted to a maximum grant of 50% of the eligible costs of the works, and is subject to a maximum grant of €1000.

Tel 051 421284 or email david.lee@wexfordcoco.ie

The closing date for receipt of completed applications is 30th September 2019.

Sinead Casey  
District Manager

**Fire Service**

**Fire Charges Waiver Scheme**

Wexford County Council operates a waiver scheme for fire brigade assistance charges. The scheme is means tested based on household income. If you are in receipt of any form of social welfare e.g. job seeker's allowance, old age pension, etc, you may be eligible for a waiver.

Application forms may be obtained from the following:

Wexford County Fire Service HQ, Clonard Avenue, Wexford, Y35 DK54  
Telephone: 053 919 6585 or 063 919 6586 E-mail: firedept@wexfordcoco.ie  
Web: www.wexfordcoco.ie/emergency-services/fire-services

**Roads**

**Section 75 of Roads Act 1993  
Temporary Closing of Roads**

Notice is hereby given that Wexford County Council intends to close the road listed hereunder to vehicular traffic from Tuesday 19 March 2019 to Monday 15 April 2019, to facilitate construction of the New Ross Bypass Scheme.

**Road Closure:** L4026-1 at Stokesdown from the Stokesdown Port Roundabout to the Stokesdown Under Bridge

**Alternative Route:** From Stokesdown Port Roundabout to Camlin to Landscape to Oldcourt to Dunganstown to the Stokesdown Under Bridge via the L4026, R733, L8050, L8052 and the L4026.

Alternative routes will be signposted. Local access will be facilitated.

Any person wishing to object to the closing of this road should lodge the objection, in writing, to the County Secretary before 12.00 noon on Monday 4 March 2019.

**Personnel**

Wexford County Council invites applicants for the following post:

**Assistant Foreman (Craft – Mechanic)  
Initial Assignment to Machinery Yard, Enniscorthy**

Selection for all posts will be by means of interview and candidates may be shortlisted based on applications submitted. Panels may be formed from which future vacancies may be filled.

Qualifications, application forms and further particulars for all posts are available from:  
Customer Service (Block F), Wexford County Council, Carricklawn, Wexford.  
Phone 053 919 6000 or visit our website at www.wexfordcoco.ie

Closing date for receipt of completed application forms for all posts is:

**5.00 pm on Thursday 7th March 2019**

Wexford County Council is an Equal Opportunities Employer

**Procurement**

**Wexford County Council Tenders**

Wexford County Council is currently running the following tender competitions. If you wish to obtain further information and make a submission for any of the tenders please visit www.etenders.gov.ie.

Tender Description	Tender Reference	Closing Date
Provision of Digital Orthophotography	145924 - 2/17/2019	28/02/2019 @ 16.00
Formation of panel for small building works, to carry out various repairs & refurbishments on behalf of Housing Maintenance, Wexford County Council.	125982 – 43/Hous/2017	N/A

**Would you like to:**

- Take your budding business idea to the next level?
- Create a business or social enterprise that solves a local or global problem?

Join us for Gorey Startup Weekend at The Hatch Lab on **1st-3rd March** to Kick-Start your idea!

The Hatch Lab  
M11 Business Park  
Knockmullen  
Gorey, Co. Wexford

Get Tickets

@TheHatchLab  
info@thehatchlab.ie  
#SWGorey19

Street Lights Broken?  
Report on [www.deadsureapp.com](http://www.deadsureapp.com)

Outside office hours call: 1890 666 777  
Register on [www.mapalserter.com](http://www.mapalserter.com) for free text and email alerts about service disruptions in your locality

Planning app. lists available at [www.wexfordcoco.ie/planning](http://www.wexfordcoco.ie/planning)



MAGUIRE & ASSOCIATES

CHARTERED ENGINEERS  
BUILDING DESIGNERS

CHARTERED TOWN PLANNERS  
ARCHITECTS

6, Railway Terrace, Dublin Road, Naas, County Kildare W91 NYK3  
Tel No. (045) 876384. Mobile No. (087) 2680888. E-mail: [admin@manda.ie](mailto:admin@manda.ie).

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## CAR PARKING

The car parking standards are set out in Table 4 Car Parking Standards Page 116 of the Wexford Town and environs Development Plan 2009-2015 as extended.

### CAR PARKING REQUIREMENTS

120 Bedroom Hotel 1 space per bedroom	Total =	120
58 apartments 1.5 space per apartment	Total =	87
Office Building A 5450 Sq. 1 space per 25 sq.m	Total=	218
Office building B 6105 sq. 1 space for 25 sq.	Total=	244.2
Office building c 4990 sq.m 1 space per 25 sq.m.	Total=	199.6
Cultural / Performance Centre 2945m <sup>2</sup> 1 space per 25 sq.m	Total=	117.80
Public House/Restaurants 1530 m <sup>2</sup> 1 space per 25 sq.m.	Total=	61.20
64 Berth Floating Boom Marina No Standards shown Would consider 2 space per berth to be reasonable	Total=	<u>64</u>
<b>OVERALL TOTAL CAR PARKING REQUIREMENTS</b>		<b>1,111.9</b>
Say one thousand one hundred and twelve car parking space		<b>1112</b>
Total amount of car parking to be provided on site =		<b>509</b>
<b>SHORTFALL</b> in car parking	=	<b>603</b>

## COMMENT ON PARKING DEMAND SECTION 5.48

The Statements “ *Parking Demand generated by the offices has been estimated on 63% of employees driving to work* ”

and

“*Events and Conferences in the Cultural and Performance Centre will rarely be held at times which coincide with office hours* ”

taken Together with Conclusions in Table 5.11 that the proposed parking provision at peak development is 509, would appear to be extremely optimistic for the car parking requirements.

There is no factual basis or information provided in this traffic documentation to suggest that the peak demand for car parking will be 509.

Whilst accepting the fact that there will be some overlap of car parking demand and requirements during the 24 hour period, the figures for car parking requirements of 1,112 car parking spaces suggest otherwise. The peak demand according to the traffic Analysis of 509 car parking spaces works out at approx. 45% of the total car parking requirements of 1,112 car parking spaces, as set out in the Wexford town and Environs Development Plan 2009 – 2015 as extended.

## COMMENT

In our opinion, the lower figure car parking figure requirement of 509 will lead to serious on-street car parking in the immediately vicinity of this site.

### COMMENT ON TRAFFIC ANALYSIS REPORT ON WILLIAM STREET.

The surrounding Road Network which includes William Street to the south, forms part of the R730 route to the Rosslare roundabout and the N11 and N25 has not been considered adequately in the Traffic Analysis Report. According to the Traffic Analysis Report it is the *"Most direct route between the Site and N11/N25 By-Pass"*

The following issues have not been addressed adequately for William Street:

- Poor road alignment of William Street.
- Road width of William Street
- Footpath widths of William Street
- Car parking requirements for residents
- Impact of construction traffic of William Street on the old residences in William Street.

Our observations on this matter suggests that there will be considerable loss of car parking for residents on William Street, as the overall carriageway width between the front of the residences on each side of William Street is not adequate to cater for the large traffic flows associated with this Strategic Infrastructural Development together with the lack of requisite carriageway widths, car parking widths and footpath widths for the safe movement of vehicles on William Street.

### COMMENT

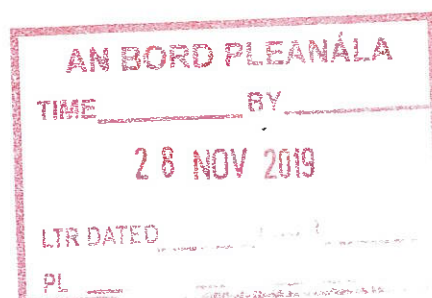
The "Traffic Impact" on William Street on the physical road infrastructure together with the loss of on-street car parking for residents of William Street must be adequately addressed by the applicants – Wexford County Council.

### IMPACT OF PROPOSED STRATEGIC INFRASTRUCTURAL DEVELOPMENT ON THE RESIDENTS ON THE EAST SIDE OF WILLIAM STREET – House no's 1 – 63

The residential properties number 1 to 63 William Street lie within the 500m Study area of this proposed Infrastructural Development site at Trinity Wharf. Some of the residential properties are within 75m of the high rise buildings proposed. We have examined some of the drawings submitted to An Bord Pleanála, in particular Drawing No: TWW-STW-00-ZZ-DR-A-131-2050 Revision P – 01.

Titled Proposed Site Sections Sheet 1 of 3

We note that Sections 2 and 3 do not include a section showing the relative heights of the residences on William Street and the high rise buildings proposed.



The following lists of "Impacts" have not been addressed adequately in the documents submitted to An Bord Pleanála.

Impact on the residential amenities of the Existing Residences on William Street.

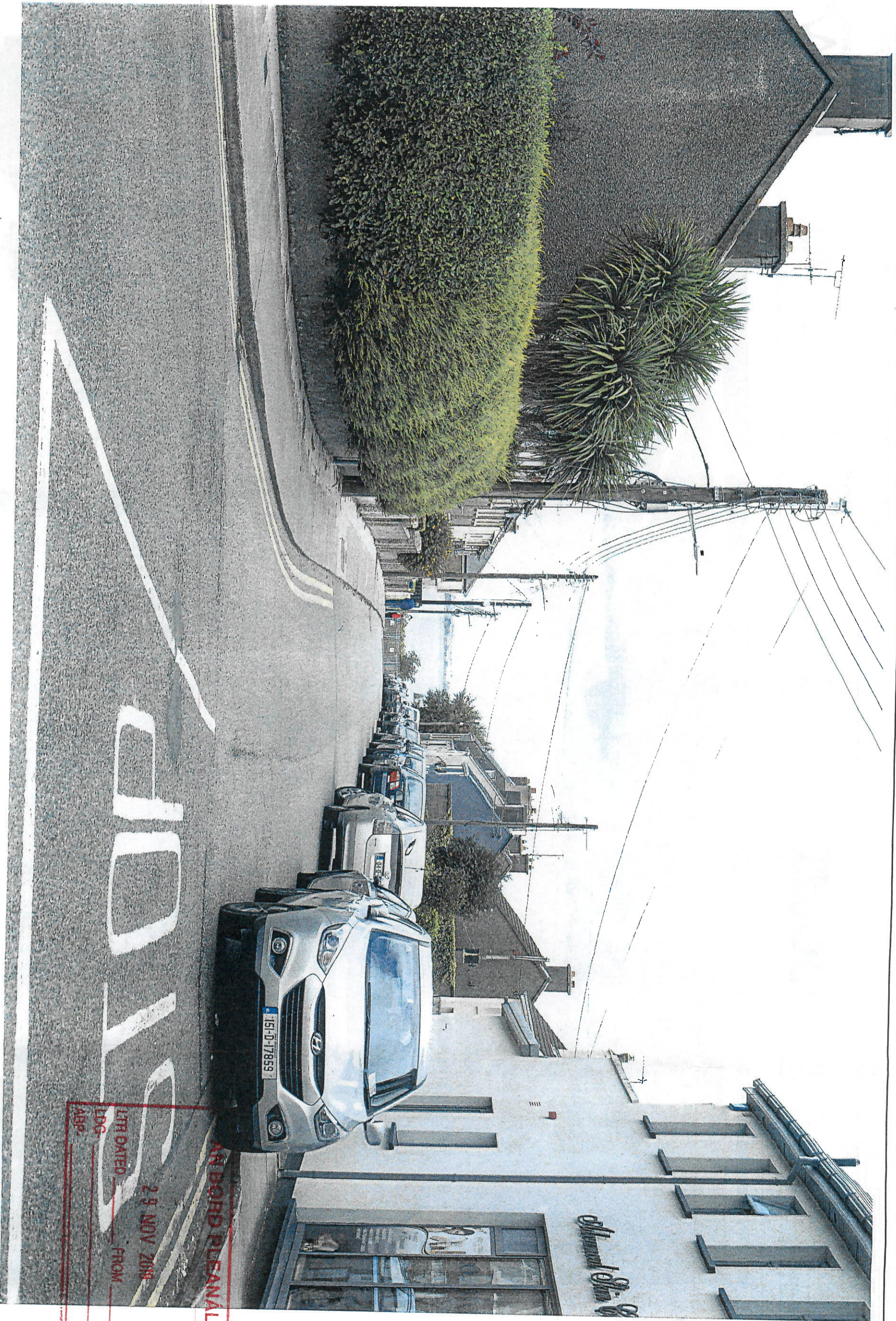
1. (a) Serious and profound visual impact on the proposed development on the "Existing Residences" on William Street We would draw your attention in **Appendix 111** to figures 11-26 and 11.27 submitted. These photographs clearly demonstrate the "Catastrophic Impact that these proposed high rise buildings will have on the existing 2-storey residences on William Street.  
(b) In addition, we enclose in **Appendix IV** figures 11.12 and 11.13 showing the 2-storey residences on William Street and the serious and profound visual impact that this large scale high rise development will have on these 2-storey residences.
2. Impact on Site boundaries – there are no proposals.
3. Noise Impact on existing residences during construction.
4. Vibration Impact on existing residences during construction.
5. Impact on car parking on William Street.
6. Impact of offices overlooking existing residences on William Street.
7. Devaluation of property values
8. Impact on human health
9. Impact on Air quality
10. Time scale of development.

## **APPENDIX 111**

**(A) FIGURE 11.26  
VIEWPOINT EXISTING**

**(B) FIGURE 11.27  
VIEWPOINT PROPOSED**





AN BORD PLEANÁLA  
 29 NOV 2019  
 LITH DATED FROM  
 LDG-  
 APP.



**STM**  
 Scott Tallon Walker  
 ARCHITECTS

(see notes in Figures 11.1 & 11.2  
 of Volume 3 for details)

TRINITY WHARF DEVELOPMENT  
 ENVIRONMENTAL IMPACT  
 ASSESSMENT REPORT

**FROD**  
 Consulting Engineers  
 CIVIL - STRUCTURAL - TRANSPORTATION - ENVIRONMENTAL  
 ROUGHAN & O'DONOVAN  
 Avon House, Avon  
 Road, Sandycove,  
 Dublin 18, Ireland  
 T +353 (0) 1 294 0800  
 F +353 (0) 1 294 0820  
 www.frod.ie

Drawn	Designed	Checked	Approved	Submitted
IM	GM	GM	MK	SA - Single Approval

Project Name	E.I.A.R.		
Project Title	TRINITY WHARF DEVELOPMENT		
Drawing Title	Figure 11.26 VIEWPOINT 12 EXISTING		
Client	Project	Operator	Volume
AS SHOWM	TRVMH	ROD	HGN
		SW_AE	DR
			EN - 4011.26
Date	Issue No.	Rev.	
December 2016	18_133		



AN BORD PLEANÁLA  
 29 NOV 2016  
 LTR DATED FROM  
 LDG. APP.



Prepared by Pederson Focus Ltd.  
 (see notes in Figures 11.1 & 11.2  
 of Volume 3 for details)

TRINITY WHARF DEVELOPMENT

ENVIRONMENTAL IMPACT  
 ASSESSMENT REPORT



Arena House, Arena  
 Road, Sandycroft,  
 Dublin 18, Ireland  
 t +353 (0) 1 294 0800  
 f +353 (0) 1 294 0820  
 www.fprod.ie

Consulting Engineers  
 ROUGHAN & O'DONOVAN  
 Civil - Structural - Transportation - Environmental

Drawn	IM	Designed	GM	Checked	GM	Approved	MK	Sustainability Code - Description	SA - Stage Approval
Project Title: TRINITY WHARF DEVELOPMENT Drawing Title: VIEWPOINT 12 PROPOSED Project: 1. Original 1. Variation 1. Location 1. Type 1. Role 1. Number TRWH - ROD - HGN - SW, AE . DR . EN - 4011.27 Date: December 2016 Job No: 18.133 Rev: . AS SHOWN									





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of Volume 3 for details)

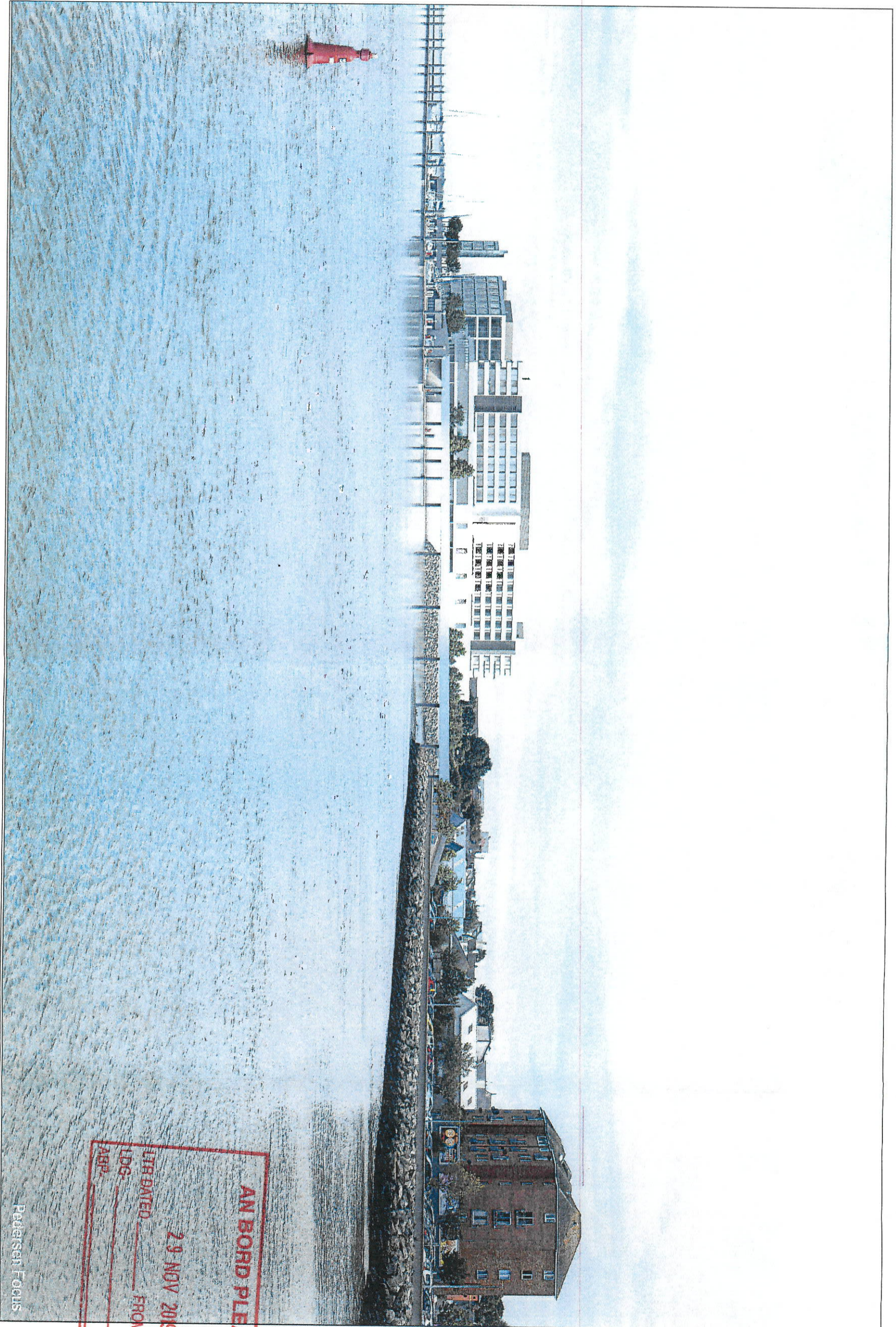
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EN  
A

**APPENDIX IV**

**(A) FIGURE 11.12  
VIEWPOINT EXISTING**

**(B) FIGURE 11.13  
VIEWPOINT PROPOSED.**



Pederson Focus

AN BORD PLEANÁLA  
 29 NOV 2019  
 LIBRATED FROM  
 IDG  
 ABP



**AN BORD PLEANALA**  
 LTR DATED 29 NOV 2019  
 LDG FROM  
 ABP



(see notes in Figures 11.1 & 11.2 of Volume 3 for details)

**TRINITY WHARF DEVELOPMENT**

**ENVIRONMENTAL IMPACT ASSESSMENT REPORT**



Arena House, Arena Road, Sandycove, Dublin 18, Ireland  
 T +353 (0) 1 294 0800  
 F +353 (0) 1 294 0820  
 www.frod.ie

Drawn	Designed	Checked	Approved	Statutory Code - Description
IM	GM	GM	MK	SF - Stage Approval

Project Title	TRINITY WHARF DEVELOPMENT			
Drawing Title	VIEWPOINT 03 EXISTING			
Project	Operator	Volume	Location	Type   Role   Number
TRWH	ROD	HGN	SW_AE	DR • EN • 4011.12
Scale (1:1)	AS SHOWN	Date: December 2018	Job No: 18.133	Rev: -

**COMMENT**

We note that there was no direct consultation by the applicant - Wexford County Council with our client of 3 William Street Lower who is most severely impacted by this proposed Strategic Infrastructural Development.

The Site Map of Wexford county Council submitted in respect of 3 William Street is **inaccurate**. – Site Location map Drawing No: TWW-STW-POO-ZZ-DR-A-131-1000 Revision PO1, refers.

We have submitted copy of Map of the property showing the Site boundaries that has been in the objectors family ownership for the 70years.

The proposed development will interfere with our clients view of Wexford Harbour.

The current proposal will have a significant and profound impact on the residential amenities of this property at 3 William Street Lower.

## **CONCLUSION**

Despite the unlimited resources of the applicants – Wexford County Council, this current proposal for this site is poor in quality. In particular, the level of analysis by the various contributors of the significant and profound impact that this high rise development will have on the existing residents of enclave of William Street leaves much to be desired.

The whole concept of the EIAR process is that the case will be presented in a fair and reasonable manner, taking into account the facts of the case. However, in this instance, the significant and profound impact on the residential amenities of William Street has largely been ignored.

Some of the residential properties at William Street are within 75 metres of the large scale buildings, yet the profound and significant impacts on this long established residential enclave have not been considered adequately in the documentation submitted to An Bord Pleanala.

We would urge An Bord Pleanala to reject this proposal in its current format.