
Chapter 16: Material Assets & Land

Chapter 16

Material Assets and Land

16.1 Introduction

This Material Assets and Land chapter has assessed the impact of the proposed development on material assets including built services, residential and commercial property, development land and maritime businesses within the Study Area. A development may affect material assets if it involves any of the following:

- Acquisition of land;
- Demolition of buildings;
- Revaluation of or change in the development potential of adjoining lands/ properties; or,
- Changes to existing services / infrastructure.

This assessment also identifies the positive impacts that such a development will have, such as the amenity that the development will provide.

16.2 Methodology

This chapter will describe the receiving environment and determine the significance of the impact of the proposed development on:

- Land use and ownership – an examination of impacts on housing, severance, loss or rights of way or amenities, conflicts, or other changes likely to ultimately alter the character and use of the surroundings;
- Local businesses – an assessment of employment and employment opportunities, property and lands for development. The type and extent of positive and/ or negative impacts of the proposed development to current economic activity will be assessed;
- Infrastructure; and,
- Existing services and utilities.

The following EPA guidelines have informed the assessment process:

- Guidelines on the Information to be contained in Environmental Impact Statements, EPA, 2002; and
- Advice notes on Current Practice (in the preparation of Environmental Impact Statements), EPA, 2003.

The following Draft Guidance documents have also been consulted:

- Draft Guidelines on the Information to be contained in Environmental Impact Assessment Reports, EPA, August 2017; and,
- Draft Advice Notes for Preparing Environmental Impact Statements, EPA, September 2015.

In order to complete this assessment, a baseline study of the existing material assets environment has been undertaken using desktop research. The following sources of information were consulted in the process of this assessment:

- Trinity Wharf Stage 2 Masterplan;
- Wexford Town and Environs Development Plan, 2009-2015; and,

- The Department of Agriculture, Food and the Marine resources.

In addition to the sources listed above, aerial photography, OSI maps, Google Maps and a site layout plan of the existing area and proposed development have been consulted.

The Material Assets and Land chapter should be read in conjunction with the following chapters:

- Chapter 4 – Description of the Proposed Development;
- Chapter 5 – Traffic Analysis;
- Chapter 6 – Population and Human Health; and;
- Chapter 12 – Noise and Vibration.

16.3 Description of Receiving Environment

16.3.1 Existing Site

The Trinity Wharf site is currently a brownfield site of approximately 3.6 ha, which was reclaimed from the sea between 1832 and the early 1900s. The site is located within Wexford Harbour on the eastern extents of Wexford Town and at the southern end of the Wexford Quays. The site is an urban area, located off Trinity Street in Wexford Town and is within the area zoned for Town Centre by the Wexford Town and Environs Development Plan 2009-2015 (as extended).

16.3.2 Land Use and Ownership

The Trinity Wharf site is currently owned by Wexford County Council. The Dublin/Rosslare Railway line runs adjacent to the site in a north-south direction on land which is under the ownership of Coras Iompair Eireann (CIE). Wexford County Council has been in consultation with CIE since the beginning of the proposed development to gain access into the site across the live Dublin/Rosslare Railway line. The current access road to the Trinity Wharf site is owned by Wexford County Council, while access into the site requires crossing the Dublin to Rosslare Railway line. Paul Quay to the north of the site along the Wexford Quayfront, which the boardwalk will tie into is also owned by Wexford County Council and is currently a public car park.

The lands surrounding the Trinity Wharf site are comprised mostly of commercial and residential, as discussed in Chapter 6. Directly opposite the proposed development is a residential area consisting of a row of terraced houses with side streets such as Sea View Avenue and Fishers Row which are also occupied by family homes. Details on the demographics of the area can be found in Chapter 6 of this EIAR. Adjacent land uses also include businesses on Trinity Street.

The development of the proposed Trinity Wharf Development will also require construction within the Foreshore area. A Foreshore lease will be required, and Wexford County Council have engaged in Pre-Application Consultations with the Department of Housing, Planning and Local Government and will be submitting foreshore lease applications for all works on the Foreshore including the sea wall, marina and boardwalk as necessary.

16.3.3 Commercial Land Use

A number of automotive businesses are located along Trinity Street, adjacent to the proposed development. These include Trinity Land Rover Wexford, Meyler's Tyres

and Maxol Auto 24 Petrol Station. McMahons Building Supplies is also located adjacent to the site on Trinity Street, beside which the entrance to the site is proposed.

16.3.4 Aquaculture and Maritime Businesses

Wexford Harbour is designated as a protected Shellfish area by the EPA and is currently farmed by a number of licensed Mussel Fisheries. Aquaculture licences are currently held under the Department of Agriculture, Food and the Marine within Wexford Harbour while a number of Mussel Fisheries applications are currently with the Department for consideration. A number of fishing trawlers also moor in Wexford Harbour along the quays and travel out to sea past the Trinity Wharf site, through the main navigational channel of Wexford Harbour.

There is a strong presence of maritime recreation within Wexford Harbour. The Wexford Harbour Boat and Tennis Club is located in Carcur, 2km from the Trinity Wharf site, in the inner harbour past Wexford Bridge. Founded in 1873 initially as a rowing club, sailing was brought to the club in the 1920's. The Club has a fleet of dinghies and safety boats, while also having a pontoon and mooring for larger boats, and a crane and slipway for launching vessels. The Club runs Summer and Winter sailing programmes and is an ISA Accredited training centre. Within the harbour there are two existing visitor mooring locations which are managed by the Harbour Office and Wexford's Harbour Master. The northern area runs alongside the southern side of the northern training wall, while the second area is located adjacent to Paul Quay. A slipway is provided within the town with facilities for visitors provided by the Harbour Office at Crescent Quay. There is also a small area to the south of the Trinity Wharf site that is used for mooring small boats by local fishermen/residents.

16.3.5 Local Economy and Businesses

In terms of commercial activity, the study area is urban in nature and, as highlighted within the Land Use and Ownership section, is characterised by tourism, community, cultural and residential property. The Talbot Hotel, National Opera House, Wexford Arts Centre, West Gate Tower and Selskar Abbey cater for tourism and culture within the study area whilst Wexford Tourist Information Centre can be found to the north of the proposed development at the Crescent Quay. A range of businesses operate on Trinity Street which may be indirectly affected by the proposed development.

16.3.6 Services and Utilities

The lands proposed for development were once used for many industrial uses, but currently are part of a derelict brownfield site and have been disused since production ceased on site in 2001. As the buildings onsite have been demolished for the most part, there are no existing services that are currently used to provide services to any adjacent land uses.

16.3.7 Infrastructure

The Trinity Wharf site is located off the R730 on Trinity Street at the southern end of Wexford Quays. The only existing access to the site is a laneway between Trinity Land Rover and McMahons Hardware Supplies which is not sufficient to provide access into the site for the proposed development. The Dublin to Rosslare Railway line is located adjacent to the western length of the site. The existing road infrastructure along Trinity Street and the adjoining road network is outlined in Chapter 5 of this EIAR.

16.4 Description of Potential Impacts

16.4.1 Extent of the Development

While the majority of development will occur within the brownfield Trinity Wharf site and within the Foreshore of Wexford Harbour to accommodate the marina and boardwalk, works will also be required on Paul Quay and along Trinity Street as proposed in Chapter 4. Realignment of traffic lanes on Trinity Street is required to provide a junction into the site and a level crossing of the Dublin to Rosslare railway line will provide access into the site over the railway.

The development will also require connection to existing utilities along Trinity Street. This will include a connection from the proposed Irish Water owned underground pumping station located at the north-west corner of the proposed development, to the existing public combined sewer network on Trinity Street (outside of the redline boundary). A connection to the existing water supply within Wexford Town is also required. The watermain designed to service the Trinity Wharf site will be connected to the main public network at Trinity Street via the main access road to the site. The exact details of the connection and extent of the upgrade works required are yet to be finalised by Irish Water. The impacts of upgrade works and connection works along Trinity Street to facilitate connection to the water and waste water supplies will be temporary and are likely to be slight.

16.4.2 Impact on Land Use and Ownership

The proposed development will have positive impacts on land use due to the redevelopment of a brownfield site increasing attractiveness of the local area and the increased accessibility through a proposed link road and circulatory route which will provide access for hotel drop offs and disabled parking etc. (See Chapter 5). It is likely that the proposed development will attract businesses to invest in the wider area in the future, to complement the urban hub and provide services and facilities to benefit the new residents within Trinity Wharf and existing population within the vicinity of the site.

There will be no significant adverse impact on land ownership within the study area. The Trinity Wharf site is owned by Wexford County Council, and while the railway is owned by Coras Iompar Éireann the project team have been in consultation with CIE throughout the development of the project to agree consent on a preferred railway crossing.

The proposed development will require construction within the Foreshore and therefore a Foreshore Lease or leases will be sought from the Department of Housing, Planning and Local Government.

16.4.3 Commercial Land Use

The proposed development will temporarily impact on McMahan Building Supplies during construction stage as a result of the construction of the site access road. Parking which is used for McMahons premises will also be removed as part of the works on Trinity Street which will have a slight long-term impact. The development will not directly impact on any of the other commercial properties along Trinity Street. The new road layout as proposed in Chapter 5 will accommodate all traffic using the site, while serving the existing traffic and businesses.

16.4.4 Aquaculture and Maritime Businesses

The proposed development will involve the development of a 64 berth marina and a boardwalk connecting to Paul Quay within Wexford Harbour. The proposed boardwalk

will be supported by driven steel piles as described in Chapter 4 of Volume 2 and in Figures 4.7 and 4.8 in Volume 3 of this EIAR. The marina will be located off the north-east corner of the development. It is proposed that the floating pontoons of the marina and the walkways will be restrained using either piles driven into the seabed or helical anchors drilled into the seabed as lower terminals for anchor chains that will connect and secure the breakwater units, pontoon walkways and finger berths. Depending on substrate conditions, restraint chains could also be anchored by appropriately sized anchor blocks buried into the seabed. The method of securing the marina elements (i.e. piled restraints or chained restraints) will be subject to ground investigations and will be confirmed during the detailed design phase. Pre-fabricated floating breakwaters with skirts that will be tethered to the seabed will also be provided on the outer side of the marina to shelter the marina and boardwalk from incoming waves.

The area of the seabed to be directly impacted by the proposed development will not directly impact on any existing areas designated under Aquaculture licences granted by the Department of Agriculture, Food and the Marine. There are three Aquaculture licences within 500m of the proposed development. The closest licenced site to the development is Aquaculture Licence No. T03/047A and is located 250m north of the site. Two other licences are located to the north east and south east of the proposed development namely T03/030D and T03/046C at approximately 500m from the proposed development. These licence locations can be seen in Plate 16.1.

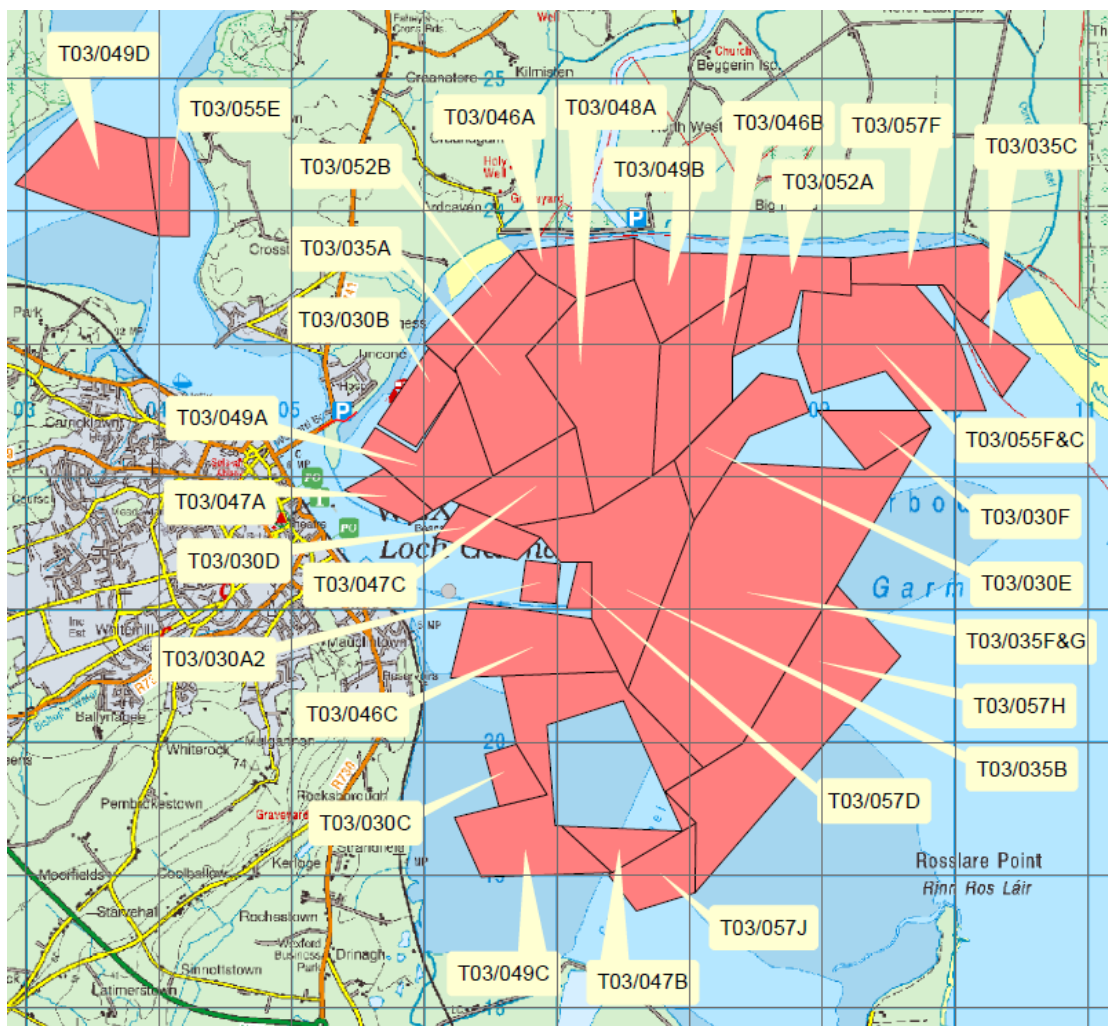


Plate 16.1 Licenced Aquaculture sites within Wexford Harbour

An additional licence application is currently with the Department of Agriculture, Food and the Marina, which has applied for the development of the lands adjacent to Trinity Wharf for the production of Mussels. The licence application T3/099 was submitted in September 2017. The area which this licence application has applied for not only includes the area in which the marina is proposed as part of this development, but also includes a large area within the navigational channel of Wexford Harbour which could have an impact on the operation and development of Wexford Harbour.

The proposed development would have a positive impact in making this area of the town significantly more attractive, with the potential to facilitate tourism, leisure, recreational activities and related commercial opportunities, allowing for the economic growth. It is proposed to capture the maritime history of the site in the development of the site by creating signage around the Trinity Wharf site, promote the historical background of the site including its former use as a dockyard.

While there is no direct impact on the area of any licenced aquaculture sites, the potential for indirect impacts has also been assessed. The Trinity Wharf Feasibility Study completed by RPS Group in November 2018 carried out hydrodynamic modelling to assess the impact of the construction of the proposed marina and boardwalk on the sediment morphology within the Harbour. The assessment primarily assessed the impact that the proposed landside development and the landside development in combination with the marina would have on the tidal regime and the prevailing wave climate. This provides assessment for different stages throughout the phasing of the development, including if the development has been constructed but the marina as yet, has not been. The Hydrodynamic Modelling found that the proposed development (with or without the marina) will not result in any significant changes to the existing inshore wave climate beyond the immediate vicinity of the proposed marina. Similarly, the modelling also found that neither the landside development in isolation, or in combination with the marina will result in any significant impact to the existing tidal regime.

The report concludes that it is well established that the sediment transport in any coastal area is governed principally by the combination of prevailing tidal currents and wave climate, i.e. littoral currents. Given that the report has ruled out significant effects as a result of the proposed development on the above processes, RPS Group have concluded that nearby environmentally sensitive areas will not be adversely impacted by any changes in the sediment transport as a result of either the landside development in isolation or in combination with the marina.

RPS Group also carried out sediment sampling and chemical analysis of sediment in the vicinity of the Trinity Wharf site for their Trinity Wharf Marina Feasibility Study (November 2018). This analysis has been taken into account in the relevant chapters of the EIAR and mitigation measures have been put in place to ensure that any construction or operation works will not have an impact on the water quality of Wexford Harbour.

The proposed development is not expected to have any impacts on local maritime and boat users. The footprint of the marina does not encroach on the navigational channel within Wexford Harbour. The Starboard and Port lateral buoys within the harbour denote the navigational channel as per the Maritime Buoyage System and are located north of the proposed marina. The marina will provide mooring for visitors and locals alike, and the provision of the marina is expected to boost tourism facilities within Wexford Town while complimenting the rich maritime history of the site. The hydrodynamic modelling carried out by RPS assessed the impact on wave action as a result of the proposed development. The revetment wall as proposed along the south

east boundary was proposed to attenuate any inbound waves and to minimise any potential impact on Goodtide Harbour to the south of the development as seen in Plate 16.2. The Trinity Wharf Marina Feasibility Study found that the proposed development “*will not result in any significant changes to the existing inshore wave climate beyond the immediate vicinity of the preferred marina*”. Therefore, there will be no significant adverse impact on the adjacent boats and users of Goodtide Harbour.



Plate 16.2 Existing Goodtide Harbour south of Trinity Wharf

16.4.5 Impact on Services and Utilities

As there are no utilities located within the site, the proposed development will have no impact on existing utilities within the existing site. Proposed utilities as per Chapter 4 however will comprise Surface Water Drainage, Foul Water Drainage and Water Supply. The proposed development will need to provide for its own services and utilities to service the site for future tenants and businesses.

As described in Chapter 4, the surface water drainage for the development site will comprise a Sustainable Drainage System (SuDS) based approach. This will consist of blue/green roofs for all buildings, raingardens at the perimeter of buildings, bio-retention areas and swales/basins in soft landscaped areas and permeable paving on hardstanding areas. The drainage network will attenuate and cleanse the surface water runoff from the site prior to discharge to the sea through a diffuse system or point discharge as described in Chapter 4.

Foul waste from the site will be required to be pumped to the public wastewater infrastructure network. Foul effluent will discharge from the proposed buildings by gravity to a large-scale public (Irish Water owned) underground pumping station located at the north-west corner of the development site adjacent to the access road. Here wastewater will ultimately be pumped to the existing public combined sewer network. A connection to the existing combined sewer network on Trinity Street is required. This will have short term impacts on users of Trinity Street while a connection is being established but will not cause significant adverse effects.

In addition, a class II petrol interceptor will be located beneath the multi-storey carpark ground floor slab together with a pumped manhole in order to convey detergent runoff

from the carpark cleaning operations to the foul drainage network. Details of the foul water drainage network are shown in Figure 4.3 in Volume 3 of this EIAR.

A new water supply will be required to service the site which will require a connection to the existing water network within Wexford Town. A pre-connection enquiry was submitted to Irish Water and discussions are ongoing with Wexford County Council. It is likely that upgrading of the surface water pipe on Trinity Street will be required, which would have short term impacts on Trinity Street users and local businesses but due to the short term nature of the works is not expected to cause significant adverse effects. A water abstraction point will also be required at the northern corner of the site to provide an inlet supply of water from Wexford Harbour for use by Fire Engines in the event of a fire on the site. This supply is a requirement of the Wexford Fire Officer and will provide a capacity of water which can be used in the event of an emergency.

Ducting for new services will be installed under the railway in possession including electrical, telecommunications, foul and surface water with associated access chambers.

16.4.6 Impact on Local Economy and Businesses

Local businesses may experience temporary nuisances during the construction phase of the proposed development from construction traffic and noise and any temporary traffic works. The construction of a new level crossing will involve site clearance and earthworks activities as highlighted in Chapter 4. As outlined above, connection to the water network may require an upgrade to the existing water main on Trinity Street as yet to be decided from discussions with Irish Water.

The contractors will work within stringent construction limits and guidelines in order to protect local amenities. The proposed development will ultimately enhance the attractiveness of the area for residents, businesses, tourists and development. Increased footfall within the area has the potential to benefit local businesses such as Aldi and Centra, with local employees being within walking distance. Additionally, tourist facilities such as the National Opera House and Wexford Arts Centre may also benefit from the increased footfall and the proposal of a new hotel. The increased employment opportunities for local people will also enhance local economic activity within the area and increase demand for housing.

16.4.7 Infrastructure

The development of the Trinity Wharf lands will result in a new influx of traffic visiting the Trinity Wharf site, as opposed to its current vacant brownfield status.

An access road into the development is proposed to provide a new level crossing over the Dublin to Rosslare Railway line, with a new junction providing access onto Trinity Street from the Trinity Wharf site. The development of the Trinity Wharf site will also require a level crossing to cross the Dublin to Rosslare Railway line. While Iarnród Éireann have agreed in principal to the design of the level crossing which will consist of signalised automatic controlled boom barriers. It is expected not to interrupt any scheduling or operation of trains along the line. A signal building to service the Railway crossing will also be located along the access road to facilitate the level crossing.

The proposed access junction will result in the loss of 71m of on-street parking along the eastern side of Trinity Street and 24m of on-street parking either side of Seaview Avenue on the western side. This equates to the loss of 16 parking spaces. This is discussed in Chapter 5 and has been assessed as a moderate impact on residents and businesses in the immediate facility. The impact on parking as a result of the

boardwalk tie in on Paul Quay will also remove approximately 21 no. car parking spaces which is expected to have a slight impact on users of the long-term car park.

An assessment on car parking provisions has been undertaken in Chapter 5 and has calculated an estimated regular daily parking demand of 678 no. spaces. The development proposes to provide 509 onsite car parking spaces, with the surplus to be accommodated within nearby carparks that are currently not used to capacity.

The marina and cultural centre will generate a peak demand for parking when hosting large events, primarily during evening hours and at the weekends. The peak demand is estimated to be 200 spaces based on a venue capacity of 400 people with typically 2 people travelling per car. Events in the cultural and performance centre will rarely be held at times which coincide with office hours. Events held at these times will implement an accessibility management plan which will include matters such as ensuring nearby off-street parking facilities are open and possibly operating extra buses on the local bus route servicing long-term carparks on the outskirts of the Town.

16.5 Mitigation and Monitoring Measures

There are no specific mitigation measures in relation to Material Assets. The design of the development has accommodated the necessary improvements in infrastructure to service the site, without having impacts on infrastructure along Trinity Street. The provision of the proposed utilities and services will facilitate the required needs of the development without impacting on any existing utilities within the site.

16.6 Residual Impacts

There will be no negative residual impacts on material assets as a result of the proposed development. The proposed development will provide an additional amenity to the area with positive impacts for the local community in regard to increased tourism and improved economic activity.