



PROPOSED TRINITY WHARF DEVELOPMENT

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Planning Report and Statement of Consistency with Planning Policy

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Planning Report and Statement of Consistency with Planning Policy in support of an Application by Wexford County Council to An Bord Pleanála, under Section 226 and 177AE of the Planning and Development Act 2000 (As Amended), for approval of the proposed development at Trinity Wharf, Wexford

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1. Introduction - Legislative Requirements

1.1. Introduction

This Planning Statement is submitted to An Bord Pleanála in support of an application, under Section 226 and 177AE of the Planning and Development Act 2000 (As Amended) (hereafter referred to as the Act), for approval of the proposed Trinity Wharf development, Trinity Street, Wexford.

This Planning Statement should be read in conjunction with the application for the proposed development, the Environmental Impact Assessment Report (EIAR) and the Natura Impact Statement (NIS).

This Planning Statement has been prepared by Wexford County Council (WCC).

1.2. Development Consent Process

The application for development approval is being made to An Bord Pleanála under Section 226 and Section 177AE of the Act.

Applications under Section 226 are required from Local Authorities, when the Authority proposes to carry out development within its functional area and the development is located wholly or partly on the foreshore. Section 226 of the Act also includes for local authority developments that require EIA and would otherwise be submitted for approval under Section 175 of the Act.

Section 177AE of the Act requires that local authority developments that require appropriate assessment must be submitted for approval to An Bord Pleanála, accompanied by a Natura Impact Statement. The Trinity Wharf development has been screened for appropriate assessment and it has been determined that appropriate assessment is required (see below).

1.2.1. Environmental Impact Assessment Legislation

1.2.1.1. Introduction

Environmental Impact Assessment (EIA) is defined by Directive 2011/92/EU, as amended by Directive 2014/52/EU as follows:

“Environmental Impact Assessment” means a process consisting of:

- (i) The preparation of an environmental impact assessment report by the developer, as referred to in Article 5(1) and (2);*
- (ii) The carrying out of consultations as referred to in Article 6 and, where relevant, Article 7;*
- (iii) The examination by the competent authority of the information presented in the environmental impact assessment report and any supplementary information provided, where necessary, by the*

- developer in accordance with Article 5(3), and any relevant information received through the consultations under Articles 6 and 7;*
- (iv) the reasoned conclusion by the competent authority on the significant effects of the project on the environment, taking into account the results of the examination referred to in point (iii) and, where appropriate, its own supplementary examination; and*
 - (v) The integration of the competent authority's reasoned conclusion into any of the decisions referred to in Article 8a."*

1.2.1.2. Environmental Impact Assessment (EIA)

EIA requirements derive from Council Directive 85/337/EEC (as amended by Directives 97/11/EC, 2003/35/EC and 2009/31/EC) and as codified and replaced by Directive 2011/92/EU of the European Parliament and the Council on the assessment of the effects of certain public and private projects on the environment. Directive 2011/92/EU has since been amended by Directive 2014/52/EU of the European Parliament.

The requirements of these directives have been transposed into Irish Law through the Planning and Development Acts (2000 – 2018), the Regulations made under the European Communities Act (1972) including the European Communities (Environmental Impact Assessment) Regulations 1989 – 2006, the European Union (Environmental Impact Assessment and Habitats) Regulations 2011 and the European Communities (Birds and Natural Habitats Regulations) 2011. Directive 2014/52/EU of the European Parliament and has recently been transposed into Irish law through the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018).

1.2.1.3. EIA Screening

The Planning and Development Regulations identify the types of development for which EIA is mandatory including:

Class 10 Infrastructure projects

(b) (iv) Urban development which would involve an area greater than 2 hectares (Ha.) in the case of a business district.

A business district is defined as *"a district within a city or town in which the predominant land use is retail or commercial use"*.

The proposed development comprises a total area of 5.5 Ha. and includes the existing 3.6 Ha. brownfield site, the areas required for the marina, boardwalk, access road and junction on Trinity Street. The development therefore exceeds the thresholds listed above and requires mandatory Environmental Impact Assessment. The Roads Regulations 1994 (as amended) also specify types of proposed road developments which require mandatory EIA, which include:

Section 8 (b):

“The construction of a new bridge or tunnel which would be 100m or more in length”,

The proposed development includes a boardwalk from the Trinity Wharf site to Paul Quay Car Park which comprises a bridge 187m in length which exceeds the above threshold and also requires the proposed development to undergo EIA.

Under Section 175 of the Act, Wexford County Council is therefore required to submit an EIAR to An Bord Pleanála who, as the Competent Authority, will carry out the EIA for the proposed Trinity Wharf Development. However, as the proposed development is partially located on the foreshore, an application under Section 226 is required.

1.2.2. Appropriate Assessment

The Habitats Directive and Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (“the Birds Directive”) list habitats and species which are, in a European context, important for conservation and in need of protection. This protection is afforded in part through the designation of sites which support significant examples of habitats or populations of species (“European sites”). Sites designated for birds are termed “Special Protection Areas” (SPAs) and sites designated for natural habitat types or other species are termed “Special Areas of Conservation” (SACs). The complete network of European sites is referred to as “Natura 2000”.

In order to ensure the protection of European sites in the context of land use planning and development, Article 6(3) of the Habitats Directive provides for the assessment of the implications of plans and projects for European sites, as follows:

“Any plan or project not directly connected with or necessary to the management of the site [or sites] but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives. In the light of the conclusions of the assessment of the implications for the site [...], the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned [...].”

The requirements arising out of Article 6(3) are transposed into Irish law by Part 5 of the Habitats Regulations and Part XAB of the Planning and Development Act, and the assessment is referred to as “Appropriate Assessment” (AA).

As the Trinity Wharf development site is adjacent to and partly in the Slaney Valley SAC and the Wexford Harbour and Slobs SPA, it has been determined that a Natura Impact Statement must be prepared in relation to the proposed development. In accordance with Section 177AE of the Act, it is therefore required for Wexford County Council to submit the proposed development, including the Natura Impact Statement, to An Bord Pleanála for approval.

1.2.3. Foreshore Consent Application

The proposed development is partly located on the foreshore.

An application for foreshore consent under the Foreshore Acts 1933-2011 will be submitted to the Foreshore Unit of the Department of Housing, Planning and Local Government in parallel with the development consent application.

1.2.4. Conclusion

Wexford County Council, as the developer, is seeking approval for the proposed Trinity Wharf development, from An Bord Pleanála in accordance with the Planning and Development Act 2000 Part XV Section 226 and Part XAB, Section 177AE.

Wexford County Council will submit an application for foreshore consent separately to the Department of Housing, Planning and Local Government.

1.3. Planning History

There have been 4 no. planning applications for proposed development of the site:

Planning Ref:	Description:	Details:
W0006042	Permission for development on a site of 1.97ha approximately, comprising lands at Townparks off Trinity Street and on adjoining foreshore area at Wexford Harbour Wexford. The development will consist of: a two to eight storey hotel of 16039sqm gross floor space, approximately (comprising 18 no. hotel suites of 56.5sqm each and 204 no. bedrooms of 26.95 sqm each (6500sqm) lobby reception area (501sqm) restaurant (1919sqm) lounge area (314sqm) bar area (360sqm), a multi-function room (387sqm) conference room (987 sqm), meeting rooms (24sqm) administration facilities (57sqm) associated storage, services and ancillary facilities (3656 sqm) a leisure centre (1334sqm) including a swimming pool, a gymnasium and 5 no. treatment rooms; and a three storey multi-storey car park (14580 sqm) providing 277 no. car parking spaces; 15 no. set down parking spaces; and the extension of the quayside roadway and pedestrian pavement to link at grade with the hotel. The development will also consist of: the provision of all hard and soft landscaping; lifts for disabled access to all levels, flagpoles, associated signage, plant areas, changes in level, boundary treatments, and all other associated site excavation and site development works at above and below ground. A service area will be provided adjacent to the hotel. The access proposed is by a new signalized junction at Trinity Street	Deerland Construction Ltd Permission granted, subject to conditions (16/11/06)

	opposite Fishers Row and by a new transfer slab road way and associated access ramps to facilitate the vehicular pedestrian and service traffic entry and exit movements required to service the hotel. The proposed transfer slab roadway leading from the new and signalised junction to the hotel and the ancillary car parking will bridge across the Wexford to Rosslare Harbour railway line.	
W2006025	<p>Permission for a ten year permission for the development of a mixed use scheme (retail, residential, hotel, office, leisure (including cinema), bars, restaurants, childcare facilities, community facilities, car parking, servicing and ancillary uses and spaces) with a gross floor space of 119,342 sqm approximately (plus a multi-storey car park of 55047 sqm for 1844 no. cars) on a site of 7.086 ha. approximately comprising lands at Trinity Wharf, Townparks (off Trinity Street) including an adjoining foreshore/ harbour area of 2.4 ha approximately at Wexford Harbour, Wexford. (The site is traversed by the Dublin-Rosslare rail line). The site is bounded on three sides by Wexford Harbour, and by Trinity Street, and by neighbouring properties on the landward side. The Trinity Street portion of the site is currently occupied by a retail outlet, to be demolished to enable the construction of a linkage platform/ entrance plaza from Trinity Street to the site, with bridging over of the rail line to provide access to the development. The development will consist of: the demolition of all structures on site; the reclamation/ infill of a 2.4 ha foreshore/ harbour area; the construction of 8 no. buildings (ranging in height from 2 no. storeys up to 14 no. storeys above quay level) and ancillary development. Building no. 1 is a predominately five-storey building with a higher element for the office block (seven-storeys, which comprises five-storeys of offices above the two-storey retail structure). Building no. 1 incorporates retail, non-retail services, office, leisure, community facilities, and car parking facilities comprising; two-storey shopping mall of 31490 sqm gross retail floor area approximately (an anchor department store of 6424 sqm; 3 no. anchor units of 1603sqm; 1531 sqm and 6040 sqm, respectively; 50 no. mall units (ranging in size from 74sqm to 350sqm); ancillary circulation space, toilets, storage etc (14287sqm); food court (1946 sqm); crèche (657sqm); multipurpose community hall (1217sqm); 6 no. screen multiplex cinema (4708 sqm); management suite and five-storey office (11233sqm); and a three level multi-storey car park (with roof deck parking above) over the two-storey retail, providing 1844 no. car parking spaces (55047sqm)). The residential element of the development will consist of 6 no. apartment blocks (Blocks 6A, 7B, 7C, 8D, 9E & 9F) with an aggregate total of 266 no. residential units (31853 gross sqm)</p>	<p>Deerland Construction Ltd.</p> <p>Permission granted subject to conditions (3/9/07)</p>

comprising 211 no. 2 bedroom apartments and 55 no. 3 bedroom apartments (five of which are in the form of duplex apartments) with five of the residential blocks ranging between six to nine storeys and the sixth block (building 8D) of primarily eight to nine storeys with a fourteen storey landmark feature tower element. (The individual blocks comprise: building 6A (seven-storeys) (4204sqm): building 7B (nine-storeys) (4005sqm) incorporating seven-storeys of residential with restaurant/ bar to ground and first floor levels; Building 7C (nine-storeys) (4005sqm) incorporating seven-storeys of residential with restaurant/ bar to ground and first floor levels: Building 8D (primarily eight to nine-storeys residential with a fourteen-storey landmark feature tower element) (12770sqm) incorporating thirteen-storeys residential with a bar at the ground level of the tower element, and a two-storey residents gym at levels thirteen and fourteen; Building 9E (eight-storeys residential) (4828sqm): and Building 9F (six-storeys residential) (3580sqm)). The development will also consist of the provision of public and private open spaces in the form of a riverside walkway and viewing platforms along the north-eastern waterfront boundary, including: a public plaza between residential Buildings 7A & 7B: a public plaza at the Trinity Street entrance and a plaza adjacent to the link with the existing quays: a mall entrance plaza to the north western end of Building 1; residential squares and courtyards; common gardens, roof gardens, and balconies to most of the residential units; construction of a 282 no. bedroom hotel ranging in height from two to thirteen storeys (19647 sqm including ancillary restaurant, bars, cafe, multi-function rooms, conference room and leisure centre with swimming pool); plant and ancillary structures (3566sqm) located throughout the site (including: meter rooms; waste holding enclosures; boiler room; and ESB substations); 3 no. single level cafe/ bar units(252sqm); feature glazed canopy structures to the Trinity Street entrance plaza; extension of the quayside roadway and pedestrian pavement to link at grade with the site; provision of all hard and soft landscaping including boundary treatments, changing in level and the provision of statuary; internal roadways and paths; 157 no. surface car spaces at ground level; flagpoles; associated signage; plant areas; on-grade LPG and gas storage facility (located beneath entry/ access deck structure); and all other associated site excavation and site development works above and below ground and foreshore (as appropriate); revised site access arrangements via a new signalised junction at Trinity Street, opposite Fishers Row (the proposed transfer slab roadway leading from the new and signalised junction to the various buildings and their ancillary car parking will bridge

	across the Dublin to Rosslare Railway line) and by a new transfer slab road way and associated access ramps to facilitate the vehicular, pedestrian and service traffic, entry & exit movements required to service the retail, residential, hotel, office, leisure (including cinema) bars, restaurants, childcare facilities, community facilities car parking, servicing and ancillary uses and spaces.	
W2007065	Permission for: Deerland Construction Ltd intends to apply for a 10 year permission for development to amend part of a previously permitted hotel scheme, Wexford Borough Council Reg. Ref. 6042 on a site of 1.97ha, including an adjoining foreshore/ harbour area of 1.4ha approximately) comprising lands at Trinity Wharf , Townparks (off Trinity Street) Wexford. (Permission reg. ref. 6042 permits a 282 no. bedroom hotel ranging in height from two to thirteen storeys with associated leisure facilities; a three storey multi-storey car park with roof deck parking; an extension of the existing quays; site access and transfer slab; and all hard and soft landscaping and other site development works). The amendments proposed require an extension of the redline boundary from the permitted scheme (reg. ref. 6042) to accommodate the proposed works, increasing the site area by 1.96ha to 3.93ha. The amendments now proposed consists of: the construction of a 120 no. berth floating seawater marina, associated gangways and breakwater; a reclaimed staging area with new boat launch ramp and boat/ car parking area (10 no. car & boat trailer spaces and 12 no. car spaces); Refuelling pier and associated fuel storage tanks: sewerage pump-out facility and service connections; a 2 storey marina facilities building and club house (392 sqm) with associated service connections; amendments to the location of the revetment wall to the seaward edge of the site; all associated piling works and reclamation works (3475sqm inclusive of staging area link to existing quays and extension of east revetment wall); a revised road layout, and hard and soft landscaping works	Deerland Construction Ltd Refused (18/7/07)
W2008112	Permission for the following; Deerland Construction Ltd intends to apply for a 10 year permission for development to amend part of a previously permitted mixed use scheme (Wexford Borough Council reg. ref. W2006025 on a site of 7.086 ha, including an adjoining foreshore/ harbour area of 2.4ha approximately) comprising lands at Trinity Wharf Townparks (off Trinity Street) Wexford. (Permission reg. ref. W2006025 permits a mixed use scheme with a gross floor space of 116,461 sqm. consisting of the following uses: retail, 254 residential units, office, hotel (282 no. bedrooms and including leisure, conference, and restaurant and bar facilities); restaurants; food court; bar; childcare facilities, community facilities; cinemas;	Deerland Construction Ltd Refused (4/6/08)

	<p>recreational facilities; and ancillary external plant areas. An additional 54664 sqm of multi-storey car parking is located above the retail element). The amendments proposed require an extension of the redline boundary from the permitted scheme (reg. ref. W2006025) to accommodate the proposed works, increasing the site area by 1.53ha to 8.61ha. The amendments now proposed consist of: the construction of a 120 no. berth floating seawater marina, associated gangways and breakwater; a reclaimed staging area with new boat launch ramp and boat/ car parking area (10 no. car and boat trailer spaces and 12 no. car spaces); refuelling pier and associated fuel storage tanks; sewerage pump-out facility and service connections; a 2-storey marina facilities building and club house (392sqm) with associated service connections; all associated piling works and reclamation works (3475sqm. inclusive of staging area, link to existing quays and extension of east revetment wall); a revised road layout, and hard and soft landscaping works.</p>	
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2. Proposed Development

2.1. Site Description

Trinity Wharf is a brownfield site, of approximately 3.6 Ha, located at the southern end of Wexford's quay-front. The site consists of reclaimed land that extends into Wexford Harbour and was gradually reclaimed, with the northern part reclaimed around 1832, initially as a dockyard area, and then extended south-eastwards through the late 1800s and early 1900s. The northern part of the site changed from being a dockyard to a market and then a bacon processing plant (Clover Meats), which closed in the late 1980s leaving the site vacant. The southern part of the site developed as an ironworks, which operated from 1911 - 1964, following which it was used as a car assembly plant until the early 1980s, and then for manufacturing electronic components (Wexford Electronix) until 2001. The brownfield site is now disused and partly overgrown with most structures demolished, except for a masonry stone boundary wall dividing the two compounds.

The overall proposed development comprises a total area of 5.5 Ha. and includes the 3.6Ha brownfield site described above; a 64 berth floating boom marina; a 187m (abutment to abutment) bridge/boardwalk; a new access road and junction to Trinity Street; and all other ancillary works.

The site is in a sensitive location environmentally, with several EU special areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites in the vicinity. Both Wexford Inner and Outer Harbour areas are designated as EU Shellfish areas. There are also a number of national environmental designations sites in the area.



Figure 2.1: Trinity Wharf site overview.

2.2. Proposed Development

Important key urban design principals such as legible building frontages, appropriate heights, smart and respectful design, protection and awareness of environmental assets, promoting a softening of the urban structure through a high quality programme of planting and pedestrian friendly thoroughfare have been incorporated into the overall design. This has resulted in a simple and respectful urban design which acknowledges the human scale and provides for responsible social, economic and environmentally sensitive redevelopment of the Trinity Wharf site.

The master plan proposes the following infrastructure:

- A six-storey 120-bedroom hotel of c. 9,950 m² 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 m² 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.6,820 m² 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 m² gross floor area, height of approx. 20.0 m (Ground Floor to Roof Plant Level)
- Office Building B, five storey, c.6,105 m² gross floor area, height of approx. 20.0 m (Ground Floor to Roof Plant Level)
- Office Building C, five storey, c.4,990 m² 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 m² 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 m² gross floor area and height of c.8.0m (Ground Floor to Roof Plant Level)
- A single storey management building of c.57 m² 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 Malin,

- 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 1,000m² open performance / events space. A total of 146 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

2.3. Rationale for the Project

2.3.1. Existing Economic Status of Wexford Town

Wexford Town has been relatively successful in the past in attracting international companies; however, the absence of suitable properties to meet investors' requirements has led to a decrease in private sector investment in the town. In order to support the continued growth and wellbeing of Wexford, it is therefore essential to make available a range of suitable options for companies considering Wexford as a location. Modern business trends are rapidly changing with the accelerating technological shift to innovative knowledge-based sectors. These businesses are attracted to high quality urban locations where they can cluster, create synergies, where people can interact and think creatively, with an easy walk to high quality amenities, uniqueness of place, and a broad range of town centre uses all providing a high quality of life for employees.

The development will enhance the greater Trinity area, creating an attractive urban quarter which is connected to the town centre and which will attract investment to the area. Equally important is that the proposed development of Trinity Wharf will also encourage existing residents living outside the traditional town to use and support the town centre on a more frequent basis, encouraging inward investment from a broader business base.

2.3.2. Objectives of the Proposed Development

Wexford County Council has identified the need to attract business and inward investment into Wexford. The Council also recognises the inherent value in

maintaining the unique urban character of the town centre with its narrow streets, very fine urban grain, and overall small-scale. However, the Council has identified that the quality and character of the historic town centre has been eroded by developments within the historic town centre that are designed to meet the needs of modern business and have not always been complimentary to the town's existing historic fabric. The Council recognise that there is a pressing need to provide alternative locations close to the town centre that will help to protect and enhance its vitality and vibrancy. Similar to other towns, recent commercial business development in Wexford has tended to locate in suburban car-dependent locations on the outskirts of the town. Wexford County Council has identified that, while businesses are attracted to these locations for convenience, there is a risk that further development at such locations will also affect the vitality and viability of the town centre and runs counter to national planning policy for more environmentally sustainable development.

The challenge is therefore to locate buildings with the appropriate sized floorplates to meet modern commercial and business requirements, without adversely impacting on the urban fabric of the historic town centre, while maintaining the inherent, attractiveness, variety, vitality and character of this historic locations.

This approach is recognised by Government Policy documentation that emphasise the importance of 'place-making' in all our towns, to attract foreign direct investment and create sustainable, balanced growth, locally and nationally.

The 'Wexford Quays Economic Action and Spatial Implementation Plan 2017' identified Trinity Wharf as the key opportunity site close to the historic town centre with the potential and capacity to attract these types of innovative, growth businesses.

This document identified that Trinity Wharf has a history providing manual and semi-skilled employment in the town and that the future use of Trinity Wharf could offer employment opportunities for people in the town and in the immediate locality. It is notable that this site historically was home to some of Wexford Town's largest employers, including Wexford Dockyard, the Star Ironworks and Wexford Electronix. The houses along Trinity Street and William Street were built to house workers at the site. The proposed development will seek to return significant employment opportunities to this locality, thereby completing a circle.

The 'Wexford Quays Economic Action and Spatial Implementation Plan' also included an urban design analysis that identified different character areas around the town centre and quay-front. It assessed the development potential of key vacant and brownfield sites along the Wexford Quays, including Trinity Wharf.

Resulting from this, Trinity Wharf was identified as the most appropriate site for a high quality attractive urban quarter; capable of providing the large floor plates required, close to the town centre that meet modern business requirements.

Wexford County Council's vision of Trinity Wharf will see its development:

- Act as a catalyst for economic growth and socio-economic development by providing employment space of regional scale to attract high profile, high quality employers;
- Drive the regeneration of the wider urban area by providing a vibrant, diverse, multi-use quarter of outstanding place quality;
- Consolidate the spatial development of Wexford Town to allow for more compact and sustainable growth through redevelopment of a strategically located brownfield, backlands site.
- Reintegrate the site into the mainstream life of Wexford Town in economic, commercial and social terms, in a manner which is sustainable.

The Proposed Development will achieve the following objectives:

Economic

- Create a major business quarter which attracts high-end financial services, software development and technology companies;
- Provide high-quality offices and business space for local, national and international investment;
- Provide a hub for start-up companies in emerging new economic sectors;
- Create a modern urban quarter, which will lead to over 1,500 people working and living at Trinity Wharf within the next 5-10 years.

Environment

- Create a sustainable mixed use development with the aim of protecting environmentally sensitive sites;
- Improve accessibility & social inclusion
- Provide an access to the site across the Dublin to Rosslare Railway Line;
- Provide a high-quality boardwalk / cycleway from the Trinity Wharf site to Paul's Quay.

- Provide open public amenity space and coastal walkway

Integration

- Provide a mix of economic, arts/cultural, residential, recreational and tourism uses within the site, creating a social cohesive and sustainable development with smart, high quality public realm for all to enjoy.

Safety

- Improve safety on the site, reinforcing the sea wall and protecting against climate change and flood events;

Arts, Cultural, Recreational Leisure

- Provide a new cultural/arts/performance building and adjoining public plazas within the site;
- Provide marine leisure facilities
- Provide a urban greenway linked to the town

3. Consultation in the Design Process

3.1. Public Consultation Events

The following public consultation / information events took place during the design process:

Date	Consultation Event
December 2017	Project specific webpage launched on https://www.wexfordcoco.ie/business/economic-development-projects/trinity-wharf-development These pages have provided all relevant project information including scheme information, drawings and project updates.
16th July 2018	Presentation to Elected Members, Wexford County Council: Draft Masterplan.
5th September 2018	Public Information Event, Talbot Hotel, Wexford: Display of Masterplan for the project and initial design proposals. Opportunity for engagement between the public, WCC and project design team. Event advertised in local media. See Appendix A
6th – 14th September 2018	Public display of Masterplan, Wexford County Council: Opportunity to view, comment and provide feedback on the Masterplan. Public display advertised in local media.

Figure 3.1: Schedule of public consultation events

3.2. Consultation with Landowners

A number of meetings have been held with Irish Rail, a key landowner within the site application area. The interface with Irish Rail involves the crossing of the live Rosslare to Dublin railway line. Irish Rail has given their consent, in principle, subject to agreement, for a new level crossing to be constructed at the entrance to Trinity Wharf. See Appendix B.

3.3. Consultation with Elected Representatives

The preliminary master plan for the scheme was presented to the Members of Wexford District Council on 16th July 2018. At this meeting, the Members confirmed their “*unanimous support in advancing this major project*”. See Appendix C.

3.4. Consultation with the Public

A public consultation event was held, on completion of the Preliminary (Stage 2) Master plan to seek the views of the public. Approximately 80 members of the public attended the event. WCC also invited feedback from the public via an online questionnaire, email, letter and feedback form. A total of 37 feedback forms were received. This feedback has been taken into consideration in developing the final master plan, Environmental Impact Assessment (EIAR) and the application for development approval.

3.5. Key themes and issues raised during the Public Consultation events and the proposed development's response

The topics raised during the consultation process were numerous and varied. There was widespread support for the project from public representatives and the public, but also some concerns and opposition. All comments received were considered by the project team in developing the final master plan, Environmental Impact Assessment (EIAR) and the application for development.

The following is a summary of some of the key themes and issues of concern raised during consultation.

3.5.1 Traffic Management & Parking Concerns

Concerns from local residents about the impact of additional traffic and parking issues arising from the development.

Proposed Development Response

The development will increase daily traffic flows as follows:

- Trinity Street 16%
- William Street Lower 13%
- Fisher's Row 7%
- Parnell Street 24%
- King Street 16%
- Paul Quay 2%

The capacity of the road network to serve the development was assessed by undertaking a junction capacity analysis of junctions which are subject to a traffic increase of 10% or more during the AM and PM peak traffic hours. Beyond these junctions' traffic will have dissipated onto a multitude of different streets to an

extent that the increases in traffic generated by the proposed development is not considered significant.

The methodology of the Junction Capacity Analysis is described in section 5.2 of the EIAR. A summary of the junction capacity analysis results are shown below.

Junctions analysed using LinSig	AM Peak Hour		PM Peak Hour	
	Existing Max %DoS	Post Development Max %DoS	Existing Max %DoS	Post Development Max %DoS
Trinity Street Access Junction	-	48.5	-	37.7
Trinity Street / King Street / Paul Quay Junction	40.7	49.3	36.1	47.8
Distillery Road / Joseph Street / Mill Road / King Street Junction	52.2	59.9	78.6	82.0
Junction analysed using Junctions 8 Picady	Existing RFC	Post Development RFC	Existing RFC	Post Development RFC
Trinity Street / Fishers Row / William Street Lower Junction	0.05	0.06	0.13	0.14
Trinity Street / Parnell Street Junction	0.15	0.20	0.20	0.30

Figure 3.2: Summary of junction capacity analysis (RFC – Ratio of Flow to Capacity / DoS – Degree of Saturation)

The result from the junction capacity analysis shows that the development will have a slight impact on the existing road network. The road network will perform satisfactorily with the additional traffic generated by the proposed network.

With regard to the provision of parking, at the development, this is addressed in detail in section 4.3.4 of this document.

3.5.2 Development will have a negative impact

The scheme will not make a positive contribution to the local area or to Wexford Town.

Proposed Development Response

The Project for Ireland 2040 recognises that ‘Infill and brownfield development is more challenging to deliver than greenfield development for a variety of reasons, including the challenge of integrating with existing communities, who may have a

preference for the status quo to be retained, even if that might reduce opportunities for rejuvenation and drive urban expansion outwards'(p.67)

Trinity Wharf will create employment opportunities and provide public amenities that will benefit the community in a sustainable way into the future. The development will build on the existing connections with the local area and create a sense of place by providing employment, recreational, amenity and public realm facilities in the south end of Wexford Town.

From an economic perspective, Trinity Wharf will generate significant economic activity by putting an unproductive brownfield site back to a productive use;

- Construction Phase – circa 1,700 construction job years
- When completed - circa 1,200 full-time permanent jobs, which have the potential to return circa €20m per annum in employment tax revenues;
- Additional employment through indirect jobs created as a result of attracting FDI – based on IDA metrics, a further 960 jobs and a resultant incremental employment tax take of €11m per annum.
- Estimated additional Local Authority Commercial Rates of circa €550,000 per annum.

The proposed scheme has been designed as a high quality, multi-use scheme with an emphasis on place-making and 'liveability'. The proposed site will be physically integrated with the existing amenities of Wexford's award winning quay front and attractive town centre through the provision of a waterfront pedestrian and cycle route. The proximity of Trinity Wharf to the many existing employers, services and amenities in the town centre and the attention to place making in the Economic and Spatial Plan for Wexford Town and the Master plan for Trinity Wharf, allows for a development which maintains human scale and strong character. The marina, culture and performance building, hotel and new public realm areas will create a new destination and improve the amenity of residents, workers and visitors to the town centre. Trinity Wharf will also stimulate the redevelopment of other underutilised sites and vacant premises in the vicinity, consolidating the pattern of development in the area to help achieve a compact and sustainable urban form.

The site will also contain a coastal greenway, as well as circulation routes which can be used by locals and residents alike.

3.5.3 Scale of Development

Concerns expressed that the scale of the development is too large.

Proposed Development Response

Wexford County Council, along with Scott Tallon Walker Architects, has prepared the master plan in accordance with the Wexford Town and Environs Development Plan 2009 – 2015 (as extended), to facilitate the proper sustainable, planned and co-ordinated development of the site. The Trinity Wharf site comprises 3.6 hectares of brownfield land. Of this, it is planned to develop a total quantum of 37,840m², including a 6 storey hotel, 3 no. 5 storey office buildings, a 5 story residential complex (58 apartments), 6 storey car park, 2 storey cultural centre and 2 storey restaurant/retail building. These developments are similar in height to many existing development in Wexford Town.

Trinity Wharf Building	Building Height (Gr. Floor to Roof Plant Level)	Wexford Town Existing Buildings	Height
Hotel	Circa 21.15m	White's Hotel	Circa 30m
Office Type A	Circa 20.0m	Talbot Suites	Circa 18m
Office Type B	Circa 20.0m	Bank of Ireland	Circa 15m
Office Type C	Circa 20.0m		
Apartment Block	Circa 15.0m		
Multi-storey Car park	Circa 18.15m		
Cultural Centre	Circa 10.0m		
Mixed Use/Cafe	Circa 8.0m		

Figure 3.3: Schedule of comparative building heights

Overall, the height of buildings proposed for Trinity Wharf will be similar to those which can be seen along Wexford's Quayfront.

3.5.4 Depth of channel and provision of slipway

Concerns about the depth of the channel into Wexford Harbour for sailing boats and requests for the provision of a slipway on Trinity Wharf

Proposed Development Response

The proposed marina is located within the channel and will allow access at all states of the tide. There is a marked navigation path to safely guide vessels into the harbour.

In relation to the provision of a slipway, Wexford County Council has recently constructed a new public slipway, located less than 1km upstream of the proposed development. This slipway is accessible at all states of the tide, as well as having a large amount of parking for boat owners.

3.5.5 Nuisance arising from the development

Concerns about potential nuisance arising from the development, particularly during construction – Noise, dust, vibration and anti-social behaviour

Proposed Development Response

The issue of nuisance, arising from the development during and post construction is fully addressed in the EIAR.

4. Proposed Development's Consistency with Planning Policy

In this section, the relevant planning policy at national, regional and local level is identified, and the proposed development's compliance with the policy assessed.

4.1. National Policy Context

4.1.1. National Planning Framework, Ireland 2040 Vision

The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development of our country out to the year 2040. It is a framework to guide public and private investment, to create and promote opportunities for our people, and to protect and enhance our environment - from our villages to our cities, and everything around and in between.

By 2040 there will be roughly an extra one million people living in our country. This population growth will require hundreds of thousands of new jobs and new homes. If we fail to plan for this growth and for the demands it will place on our built and natural environment, as well as on our social and economic fabric, then we will certainly fail in our responsibility to future generations of Irish men and Irish women.

4.1.1.1. Realising Ambition and Potential

The purpose of the National Planning Framework is to enable all parts of Ireland, whether rural or urban, to successfully accommodate growth and change, by facilitating a shift towards Ireland's regions and cities other than Dublin, while also recognising Dublin's ongoing key role.

4.1.1.2. Securing Compact and Sustainable Growth

- The physical format of urban development in Ireland is one of our greatest national development challenges. Analysis undertaken in the preparation of the National Planning Framework, shows that more than anything else, getting the physical form and location of future development right offers the best prospects for unlocking regional potential.
- That most development takes the form of greenfield sprawl that extends the physical footprint of our urban areas, and when it is the principal form of development, works against the creation of attractive, liveable, high quality urban places in which people are increasingly wishing to live, work and invest, and

A preferred approach would be compact development that focuses on reusing previously developed, ‘brownfield’ land, building up infill sites, which may not have been built on before and either reusing or redeveloping existing sites and buildings.

An increase in the proportion of more compact forms of growth in the development of settlements of all sizes, from the largest city to the smallest village, has the potential to make a transformational difference. It can bring new life and footfall, contribute to the viability of services, shops and public transport, increase housing supply and enable more people to be closer to employment and recreational opportunities, as well as to walk or cycle more and use the car less.



Figure 4.1: National Planning Framework NSO's

In the long term, meeting Ireland’s development needs in housing, employment, services and amenities on mainly greenfield locations will cost at

least twice that of a compact growth based approach. Accordingly, subject to implementation of sustainable planning and environmental principles, the National Planning Framework sets the following urban development targets:

4.1.2. Southern Region

The big challenge for this Region in the period to 2040, will be to position its cities as more significantly scaled, while also more compact and attractive, acting as metropolitan drivers for the region as a whole and as effective complements to the economic strength of Dublin. Ensuring a balanced approach in activating and realising much underutilised potential in wider rural towns and dispersed communities will also be a priority.

4.1.3. Achieving Urban Infill/Brownfield Development

The National Planning Framework targets a significant proportion of future urban development on infill/brownfield development sites within the built footprint of existing urban areas. This is applicable to all scales of settlement, from the largest city, to the smallest village.

- **National Policy Objective 11**

In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.

- **National Policy Objective 13**

In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected.

It has been an objective of the Council to ensure the redevelopment of this site since 2004 when the site was the subject of a Variation of the Wexford Town and Environs Development Plan 2002 following the closure of a significant industrial employer on the site.

This site has been the subject of a previous planning application for significant development, but its potential has never been realised. It is a complex site with many considerations such as the adjoining SAC/SPA, the Dublin to Rosslare railway line, harbour location and foreshore requirements and has had complex ownership and access arrangements. Having regard to the land management and navigation of

the consent procedures required, it is clear that the long-term objective to use this site as a catalyst for the regeneration of the area will not be achieved without the steerage of Wexford County Council and the investment of significant funds to leverage private sector investment.

It is envisaged that the proposed development will provide an outstanding flagship HQ for an international company. This location meets the needs of modern, mobile investment, focused on knowledge-based sectors, which seek out high quality urban locations where they can cluster, create synergies and which are within an easy walk of high-quality amenities and have a uniqueness of place providing a high quality of life for employees.

4.1.4. Compliance with Objectives of project Ireland 2040

- **NSO 5 – Sustainable Mobility**

The proposed development will support sustainable mobility by improving usage and viability of public transport. It is served by the local town bus service which connects the major residential areas with the town centre and outlying employers to the south of the town. It is located c.15 minutes' walk from the train and bus station where services to Rosslare Europort and Dublin (and Enniscorthy, Gorey, Wicklow) can be accessed. The site will also be connected by a waterfront pedestrian/cycle bridge/boardwalk to the town centre to encourage use of green modes.

- **NSO 6 – A Strong Economy supported by Enterprise, Innovation and Skills**

The framework wants to achieve sustainable full employment and to bring unemployment rates down to within one percentage point of the national average in all regions. The NSO plans to achieve this through supporting entrepreneurialism and building competitive clusters, sustaining talent and boosting human capital in all regions, and digital and data innovation. The Trinity Wharf Development will provide a competitive cluster of offices, which has potential to provide opportunities for the financial services sector, start-up companies and potential technology-led businesses, with the aim to attract further investment to the region.

- **NSO 7 – Enhance Amenity and Heritage**

Wexford County Council recognises the value of cultural heritage both in its own right and as a contributor to the attractiveness of the town as a place to visit, live, work and invest. The proposed Cultural / Arts/ Performance building, marina and public realm will build on Wexford's rich heritage assets including; the existing festivals and vibrant arts scene, the architectural, archaeological and natural heritage assets of the town.

- **NSO 8 – Transition to Low-Carbon and Climate Resilient Society**

In addition to achieving the aims of the compact urban form and sustainable mobility Trinity Wharf will be constructed in a low carbon, climate resilient manner to NZEB

standard. The development has been subject to rigorous flood risk assessment and climate change proofing.

4.2. Regional Planning Context

4.2.1. Draft Southern Region Regional Spatial and Economic Strategy

The Regional Spatial and Economic Strategy (RSES) sets out a 12-year strategic development framework for the South East region. The Strategy’s aim is to support the national level ‘Project Ireland 2040’ and sets out a development framework to guide development in the region. The Southern Region is comprised of 9 counties; Cork, Clare, Kerry, Limerick, Tipperary and Waterford in Munster and from Leinster counties Carlow, Kilkenny and Wexford. The region contains one third of the State’s population (1.58m) and is the second most populated Regional Assembly area. On final adoption the RSES will replace the RPGs for the respective areas.

The Region boasts a strong network of urban centres with cities (Cork, Limerick and Waterford), and thirteen larger settlements with populations more than 10 thousand people including Wexford Town. Wexford is identified as a ‘key town’ in the region as illustrated in image 4.2 and has a significant zone of influence. According to the 2016 Census, County Wexford had a population of 149,722 persons; of this 20,188 reside in Wexford Town. The Draft Southern Region RSES (2018) population projections for County Wexford indicate that the County will increase from 149,000 persons in 2016 to between 169,000-172,500 persons over a 15 year period to 2031.



Figure 4.2: Regional Spatial and Economic Strategy Map

4.2.1.1. Key Towns

Designated as a Key Town, the primary function of the key towns is to strengthen the regions urban structure so that these towns can play a strategic role in underpinning and consolidation and spread of growth beyond the cities to a sub-regional level.

The RSES identifies 6 “key infrastructure requirements” to support the development of Wexford Town, as follows:

- Key Infrastructural Requirements in Addition to Overarching Key Towns Infrastructure**
- i.** Significant investment in port facilities at Rosslare Europort to accommodate larger RORO ships, improved capacity and facilities for freight handling(including rail freight) and improved amenities and services for passengers at the terminal;
 - ii.** Improving Wexford’s road infrastructure links within the region, in particular from Rosslare and Wexford to Waterford;
 - iii.** Improvements to road connections - M11/M25 from Oilgate to Rosslare, the N30 and N80;
 - iv.** To strengthen ‘steady state’ investment in existing rail infrastructure to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity.
 - v.** Investment to support development of Trinity Wharf as a Strategic Employment Location;
 - vi.** the upgrading and development of water supply and additional investment in waste water infrastructure to support the economic development and anticipated growth of Wexford.

Figure 4.3: Key infrastructural requirements for Key Towns.

Key Infrastructural requirement as listed above includes;

“Investment to support development of Trinity Wharf as a Strategic Employment Location;”

The inclusion of this requirement as part of the RSES illustrates the importance that the development of the Trinity Wharf site has to the future development of the Town and the wider South East region. Other key infrastructure requirements identified in addition to the overarching key towns’ infrastructure are:

“Significant investment in port facilities at Rosslare Europort to accommodate larger RORO ships, improved capacity and facilities for freight handling (including rail freight) and improved amenities and services for passengers at the terminal;

“Improving Wexford’s road infrastructure links within the region, in particular from Rosslare and Wexford to Waterford”;

“Improvements to road connections - M11/M25 from Oylgate to Rosslare, the N30 and N80”;

“To strengthen ‘steady state’ investment in existing rail infrastructure to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity. The upgrading and development of water supply and additional investment in waste water infrastructure to support the economic development and anticipated growth of Wexford”.

The various policies in the Strategy are structured under Regional Policy Objectives (RPOs). The RPOs for Wexford Town in set down in figure 4.4.

RPO 20

Wexford

- a. To develop supporting industrial, commercial infrastructure and residential development in Wexford Town for the Port function at Rosslare Europort;
- b. To strengthen ‘steady state’ investment in existing rail infrastructure to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times;
- c. to support development of freight rail services and facilities at Rosslare Europort;
- d. Support development of the Multi-Campus TUSE is a key driver for the economic and social development in the town with a focus on educational attainment and lifelong learning
- e. It is an objective to support the delivery of the infrastructural requirements identified for Wexford subject to the outcome of the planning process and environmental assessments
- f. To improve the Public Realm and attractiveness of the Town Centre through urban regeneration of key locations
- g. Transport measures through a Local Transport Plan including retention and expansion of the Town Bus Network and rural transport services into the town.

Figure 4.4 Regional Policy Objective 20 – Wexford Town (Draft South East RSES)

4.2.2. South East Economic Development Strategy (SEEDS) 2013-2023

The objective of the SEEDS is to identify the economic needs of the Southeast, the key development areas and key sectors for growth in the region. This ten-year Economic Development Strategy for the Southeast Region, which includes a menu of clear recommendations on what actions and resources are necessary

to create employment in the Southeast, also outlines the sectors in which jobs can be created in the region as a whole and in specific counties.

The Vision outlined stresses that “for the Southeast to succeed in generating economic growth and creating employment, a sense of shared purpose to create real regional cohesion is a prerequisite”. The proposed ten-year Economic Development Strategy allows time for new structures to bed in and facilitates long-term planning in terms of allocation of resources and industry development that is necessary to achieve sustainable economic expansion. The development of key strategic sites is also a key proposal within the plan with regard to infrastructural development, in order to compete with other regions and achieve the Southeast’s ambitions for economic expansion and job creation.

The Proposed Development will support the Strategy by releasing the potential of the brownfield Trinity Wharf site as a strategic site, with the intention of facilitating economic development and job creation within the Southeast.

4.2.3. South East Action Partnership for Jobs (2015-2019)

The South East Action Plan for Jobs (SEAPJ) was developed in 2015 with the objective to facilitate the creation of an additional 25,000 jobs in the region (covers the counties of Carlow, Kilkenny, Tipperary, Waterford and Wexford) and to bring the unemployment rate in the region to within 1% of the national average by 2020.

Action 52 of the South East Action Plan for Jobs is the delivery of a Financial Services Hub in Wexford town, led by Wexford County Council. With the impact of BREXIT, a government commitment to 30% growth in the International Financial Services (IFS) sector coupled with a targeted increase in FDI by 30-40% by 2020 under the IDA Ireland strategy, a town-centred business park with high quality public realm and leisure aspects that will consolidate and build on the financial services offering in Wexford, makes a compelling regional proposition. The development of Trinity Wharf will ensure that quality jobs are targeted and regional specialisms fostered to achieve sustainable employment growth as envisaged by the Plan. The proposed development aims to create circa 1,200 full time jobs with indirect jobs also being created, all which will contribute to reducing the unemployment rate in the South East Region.

4.3. Local Planning Context

4.3.1. Wexford County Development Plan (2013 – 2019)

The proposed development will contribute to the Vision, Strategies and Objectives of the County Development Plan (2013-2019). The Vision set out in the Plan is a county which “offers high quality, sustainable employment opportunities and residential developments” with “high quality urban and rural environments supported by excellent sustainable physical and social infrastructure” and which “offers visitors a range of high quality experiences”. The proposed high quality, mixed use development at Trinity Wharf will ensure that this vision is achieved on the site and that the benefits will be spread through the town and County. Trinity Wharf will create employment opportunities and provide public amenities that will benefit the community in a sustainable way into the future.

The Development Plan stresses that “unemployment in Wexford needs to be dealt with through a co-ordinated economic strategy which capitalises on our assets, supports local entrepreneurship, attracts foreign investment and facilitates development in a sustainable manner”. The Plan’s Economic Development Strategy seeks to harness the economic potential of the County’s urban areas, in particular the hub of Wexford Town, and maximise the potential for job creation. The plan also seeks to build on established clusters of high-profile employers and identifies the potential for the development of brownfield sites in urban areas.

The Development Plan also notes that tourism plays an important role in the economic development of Wexford. The Plan also recognises the important role that tourism could play in further economic development and the aim to promote and facilitate the tourism role of Wexford, while protecting and improving the quality of the county’s tourism products and environmental quality. The Proposed Development will not only create high quality office space for businesses but will provide opportunities for tourism development through the proposed hotel and marina.

4.3.2. Wexford Town and Environs Development Plan 2009-2015 (as extended)

The Wexford Town and Environs Development Plan (WTEDP) seeks to provide a vision and direction for the Town in order that it can continue to grow and to provide a statutory context for guiding development in the interests of the proper planning and sustainable development of the Town.

The site is zoned as ‘Town Centre’ under the Wexford Town and Environs Development Plan 2009-2015 illustrated in Figure 2.1 (Volume 3 of this EIAR).

The proposed Trinity Wharf Development will contribute to the following key aims of this plan (Section 1.4):

- **Economic Development:**

Facilitate and encourage the development of Wexford as a growth 'Hub' and as a main centre for economic growth in the south east region.

- **Managing Development Patterns:**

Encourage the location of new strategic economic developments in and around the key centres of growth in order to strengthen the 'Hub' status of the town.

- **Conserving Environmental Quality:**

Enhance the physical environment of the town through Urban Renewal Schemes and other urban design initiatives.

- **Urban Renewal:**

Drive the process of regenerating derelict and under-used areas within the town.

Section 4.3 of WTEDP identifies Key Opportunity Sites in the plan area, it states "are of a scale that they have significant capacity for redevelopment and represent significant opportunities to facilitate enterprise and employment opportunities. In order to encourage the redevelopment of these sites it is essential to create a development momentum sufficient to stimulate market confidence". It is stated that such market confidence will be achieved by "the adoption of a plan led approach by identifying such sites and preparing development briefs and urban design frameworks to guide development. Such key opportunity sites include Trinity Wharf".

4.3.2.1. Wexford Town & Environs Development Plan & Parking Strategy for the proposed Development

Section 11.4 of the Wexford Town & Environs Development (WTEDP) sets out the minimum car parking requirements for new developments.

The current requirement for new developments; which has a requirement of 1 space per 25sqm of office; equates to 80% of employees receiving a parking space, and is not considered desirable or suitable for Town Centre locations. A high provision of on-site parking will likely induce more single occupant car journeys to the Town Centre increasing congestion on the network. The approach to Trinity Wharf is to limit parking provision and promote active movement (walking/cycling) and public transport to and from the site as there is already parking available in the town centre.

Section 4.5 Achieving Urban Infill/ Brownfield Development of Project Ireland 2040 states “to enable brownfield development, planning policies and standards need to be flexible, focusing on designed and performance-based outcomes.....

The report further states ‘In particular, general restrictions on building height or universal standards for car parking or garden size may not be applicable in all circumstances in urban areas and should be replaced by performance-based criteria appropriate to general location, e.g. city/town centre, public transport hub, inner suburban, public transport corridor, outer suburban, town, village etc.’

The parking strategy for Trinity Wharf fully embraces this philosophy by the provision of a commercial multi-storey car park serving the whole development rather than dedicated parking allocated for each use. This is in line with the approach taken to town centre car parks as it and maximises efficient usage of parking spaces by different users; for example a parking space can be used by an office worker during the day, or by people attending a function or event in the evening, with some parking reserved for residents in dedicated areas.

Furthermore, a Mobility Management Plan, included in the application, has been prepared for the proposed development to promote the use of more sustainable modes of transport and to ease the substantial parking requirements on the site.

4.3.2.2. Proposed Development Parking Provision

The Trinity Wharf Development proposes to provide 509 onsite car parking spaces. This is considered sufficient to meet the needs of the development.

The core demand for car parking during office working hours has been estimated in the Table below.

Land-use	Car Parking Spaces
Hotel	40
Apartment Complex	58
Offices	521
Total	619

The parking demand generated by the offices has been estimated based on 63% of employees driving to work at 1 employee per 20sqm GFA of office space. The parking demand generated by the apartment complex

is based on 1 space per dwelling. The demand for parking for the hotel during core office hours is estimated as a third of the number of bedrooms in the hotel.

The core demand for parking for the hotel, cultural quarter and the marina will be during evening hours and at the weekends. The peak demand generated by these components of the development can be accommodated with the dual use of office parking based on estimates of 120 spaces for the hotel and 200 spaces for the conference centre.

Events and conferences in the cultural and performance centre will rarely be held at times which coincide with office hours. Events and conferences held at these times will implement an Accessibility Implementation Plan as described in 5.5.2.

The anticipated shortfall of site parking is shown in the table below:

	Spaces
Demand for parking generated by development	619
Proposed on-site provision	509
Shortfall of parking on site	110

The 18% shortfall of car parking demand can be accommodated in nearby long-term car parks.

There are several alternative long-term car parks located close to the proposed site which can accommodate the excess core parking demands of the development in a communal capacity. The Talbot Hotel, Paul Quay, Sinnott Place/Stonebridge multi story car park and Crescent Quay South car parks are within a 10-minute walk of the site.

A parking survey of the Town Centre car parks carried out in November 2016 found that the daily occupancy of some off-street public car parks through the town centre was low with some operating between 22% and 50% capacity. The findings of the parking survey are shown in figure 4.5 Wexford Town Centre Parking Observations in November 2016.

	Location	Occupied	Available	Total	% Full	Charges		Comments
						Hourly	Daily	
1	Trinity Street Talbot Hotel	57	34	91	63%	€1	€5	
2	Talbot Hotel overflow car park	25	17	42	60%	€1	€5	
3	Paul Quay	109	20	129	84%	€2	€2	

4	Paul Quay on street	13	7	20	65%	€1.40	€5.60	Max. 4 hrs
5	Sinnott Place multi-storey	85	235	320	27%	€1	€3	
6	Crescent Quay off street South	52	18	70	74%	€1.20	€3	
7	Crescent Quay on street	25	4	29	86%	€1.40	€5.60	Max. 4 hrs
8	Crescent Quay off street North	46	11	57	81%	€1.40	€5.60	Max. 4 hrs

Figure 4.5: Wexford Town Centre Parking Observations in November 2016

Sinnott Place/Stonebridge multi-story car park had 235 spaces available at 27% capacity. The Talbot Hotel and the Crescent Quay off street south are privately-owned car parks and should not be relied on for regular daily long-term parking in a long-term strategy. The Paul Quay car park, which provides all-day parking for people employed in the town centre is likely be at 100% capacity with the reduction of the 21 spaces to facilitate the proposed pedestrian and cycle link.

Therefore, the total number of viable unoccupied spaces surveyed within a 10-minute walk of the site was 235. This is enough to accommodate the surplus demand for regular daily long-term car parking for the proposed Trinity Wharf at peak development.

4.3.2.3. Public Transport

Trinity Wharf is well connected to the wider area, by a range of public transport offerings.



Figure 4.6: Wexford Bus route network

Wexford Bus operates two local bus routes within the Wexford town area, both of which serve Trinity Wharf.

Clonard Loop: This service provides a bus link to the immediate town area, adjacent to Trinity Wharf. The bus schedule provides 20 services per day.

Drinagh Loop: This route connects Trinity Wharf to the town centre area, as well as the Drinagh Retail Park. This schedule operates 19 services per day.

Wexford Bus also operates a connection to Dublin City Centre and Dublin Airport. This services runs from Redmond Square (approximately 1.2km from Trinity Wharf with 17 return services each

day). It is envisaged that this service could be extended to Trinity Wharf if the demand arises.

Iarnród Éireann operates four daily services connecting Wexford Town and Rosslare Europort to Dublin (Connolly Station). The train station in Wexford is located at Redmond Square - approximately 1.2 km from Trinity Wharf

In summary, the Trinity Wharf site is ideally placed to be served by public transport.

4.3.2.4. Conclusion and Strategy on Car Parking Provisions

The surplus regular daily demand for parking can be accommodated in existing Town Centre off-street public car parks which are currently under-utilised. The rationalising of long-term parking in the Town Centre is considered an efficient use of valuable public land and amenities. It reduces the attractiveness of single occupant car journeys to work and encourages commuters to seek more sustainable modes of transport.

The existing on-street parking provisions for residents and businesses on the surrounding street will be protected from the demand of long-term parking generated by the development with the management of an appropriate permit, traffic and enforcement system.

The development is ideally placed to avail of existing public transport systems and services.

4.3.3. Wexford Local Economic and Community Plan (LECP) 2016-2021

The Wexford Local Economic and Community Plan (LECP) was prepared by Wexford Local Community Development Committee (LCDC) and Wexford County Council following a detailed socio-economic analysis of the County and significant stakeholder consultation. The issue of high unemployment in County Wexford has been highlighted as a key concern in the Plan. The development of the Trinity Wharf site as an urban centre will help achieve the objectives and goals outlined for Wexford in the LECP.

The need to make Wexford an Attractive Destination for Business is included as Objective 4.4 of the LECP and calls for the need to facilitate the provision of the necessary infrastructure and property solutions in supporting industry and employment in the town. The Trinity Wharf Development will assist in meeting this objective, providing 3 different types of office space, fulfilling the site's economic potential and re-balancing development along the Wexford Quays.

The development of Trinity Wharf will assist in the delivery of HLG3 which seeks to “develop and promote Wexford as a great place to live, work and visit’, HLG4 “Develop and market County Wexford as an outstanding business environment for starting, growing and attracting business” and HLG6 “Protect and sensitively utilise our natural built and cultural heritage and together with the arts, realise their economic potential”.

The proposed development will also assist in fulfilling Objective 3.3 of the LECP to Making the Living Environment More Attractive. The rejuvenation of this brownfield site will promote the renewal of obsolete area and brownfield sites, reducing dereliction and creating a more attractive environment for Wexford Town. The location of the site within the town environs and within walking distance to Wexford’s Quays and Main Street will enable sustainable development, providing employment and residential areas within Wexford Town, eliminating the need to commute by private car. The Plan contains specific actions to implement the Economic and Spatial Plan for Wexford Town Quays and to complete the rejuvenation of the Trinity Wharf site. (See figure 4.7 below):

Agency/ Organisation	Link to National or Local Plan	Specific Objective	Specific, Time-bound and Measurable Actions	Specific Outcome	Measurable Indicator of Success	Timeframe	Ref. No.
Wexford County Council - Planning	County Development Plan 2013 - 2019	Include policies and objectives on dereliction and vacancy in the County Development Plan and all Local Area Plans	Reduce dereliction, creating a more attractive environment	Attractive and vibrant towns where people want to work, live and visit	Inclusion of measures in County Development Plan and Local Area Plans for Enniscorthy, Gorey, New Ross and Wexford	4 years	3.3.13
Wexford County Council - Planning, Economic Development, Municipal Districts	Wexford Town and Environs Development Plan	Implement a Spatial and Economic Plan for Wexford Town Quays	Wexford Quay rejuvenation project	Attractive and vibrant towns where people want work, live and visit	Completion of the rejuvenation project for the Wexford Quays	2016 - 2020	3.3.14
Wexford County Council - Planning, Economic Development, Municipal Districts	Wexford Town and Environs Development Plan	Explore ways to rejuvenate the South Main Street area including the Trinity Wharf site in Wexford Town	South Main Street and Trinity Wharf site projects	Attractive and vibrant towns where people want work, live and visit	Completion of rejuvenation project	2016 - 2020	3.3.15

Figure 4.7: Sustainable Economic Development Objective 3.3 - Making the Living Environment More Attractive

4.3.4. Wexford Quay Economic Development and Spatial Implementation Plan

The Wexford Quay Economic Development and Spatial Implementation Plan has been prepared by Scott Tallon Walker Architects for Wexford County Council in agreement with the Wexford County Council Planning Department. The Plan aims to provide a strategic vision for the revitalisation and regeneration of the Wexford Quays area and includes the redevelopment of the Trinity Wharf site.

The plan identifies a targeted set of strategic economic activities for revitalising the project area and to stimulate significant sustainable economic activity, employment creation or other desirable consequential development. One of these strategic economic objectives is “the development of Trinity Wharf as a new signature business district to support the transition of the town towards a higher-value knowledge and leisure economy”.

A number of Actions and Outcomes are outlined for the Trinity Wharf site within the Economic Plan as follows:

Actions:	Outcomes:
Develop high-tech office space at Trinity Wharf, suited to the financial services, IT and communications sectors.	Establishment of a dynamic new economic hub adjacent to the town centre; deliver better opportunities for 3rd Level graduates.
Provide affordable office/meeting space for young companies. Particular focus on creative economy: media, animation, movies, music, software development.	Early initiatives to build momentum and support eventual location of a creative economy hub at Trinity Wharf.
Develop quality apartment accommodation at Trinity Wharf to provide living spaces.	Establishment of a dynamic economic hub, adjacent to the town centre.

Figure 4.8: Actions and outcomes of economic plan.

The Strategic Economic activities identified are focused on the development of Trinity Wharf as a new urban mixed-use business quarter within walking distance of the town centre, and the focus on the Crescent as the town’s centre-piece with active uses around. Spatial elements of the plan call for improved pedestrian areas along the quays to address the severance between the waterfront and the town created by both the railway and vehicular traffic, extending to Trinity Wharf. Providing good quality direct connectivity with the rest of the town centre, along the waterfront with Paul Quay, will be critical to maximising the economic potential of both Trinity Wharf and the Crescent. The Crescent area and Henrietta Street, both of which link up to the Main Street, are currently being enhanced with a project costing an estimated €2m. This Public Realm Project extends up to the entrance to Paul Quay Car Park.

Development of Trinity Wharf on a planned basis as a flexible serviced urban business quarter and as an extension of the town centre southwards is a development objective of the Spatial Plan. The Trinity Wharf site was acquired by Wexford Co. Council to attract investment and stimulate economic development in Wexford. Trinity Wharf is outlined as the essential first step in giving competitive advantage over its neighbours in relation to positioning Wexford as an attractive location for business. Funding of the Trinity Wharf Project has been provided by the Urban Regeneration Development Fund to cover the 2019 costs.

5. Conclusion

This planning statement demonstrates that the proposed development of Trinity Wharf is fully compliant with national, regional and local planning policy.

The nature, form and design of the proposed development has been informed by the sites' opportunities and its constraints, consultation with the public, the elected members and the appropriate internal staff of Wexford County Council. The Trinity Wharf development will provide an appropriate form of development on this brownfield site and will provide for an effective, efficient, sustainable land use that will provide a healthy mix of commercial, retail, residential and leisure that complement the sensitive environmental and cultural aspect of the site.

It is respectfully submitted that the proposed development undertaken with full compliance of the mitigation measures outlined in the Natura Impact Statement and the Environmental Impact Assessment report is consistent with the proper planning and sustainable planning of the area as expressed in national, regional and local planning policy and the Guidelines issued under Section 28 of the Planning and Development Act 2000 (As Amended) and as such the development represents a high quality proposal which is now been submitted to An Bord Pleanála for their consideration.

6. Appendix A



Wexford
County Council

TRINITY WHARF

DEVELOPMENT OF THE MASTERPLAN

Wednesday 5th September



PUBLIC INFORMATION EVENT

Wexford County Council is holding a public information evening about the development of the Trinity Wharf site, on Wednesday 5th September. The event will take place in The Pike Room, Talbot Hotel, Wexford from 4pm to 8pm. Staff from Wexford County Council and the design team will be available to answer questions and take feedback.

HAVE YOUR SAY!

Drawings and information relating to the draft Masterplan will be on public display for comment from 6th to 14th September, at County Hall, Carricklawn, Wexford.

Submissions can be made as follows:

- By email to: specialprojects@wexfordcoco.ie
- Online at: www.wexfordcoco.ie/trinitywharfconsultation
- In writing to: Special Projects Office, Wexford County Council, County Hall, Carricklawn, Wexford Y35 WY93

8. Appendix C

Comhairle Contae Loch Garman



/AS

19th September, 2018.

Memo to Mr. Brian Galvin, Senior Engineer, Special Projects.

I set out below extract from minutes of Ordinary Meeting held on 16th July, 2018 for your information and attention:-

"PRESENTATION BY SPECIAL PROJECTS TEAM – TRINITY WHARF DEVELOPMENT.

Mr. Brian Galvin, Senior Engineer and Head of Special Projects, presented members with the Council's ambitious Draft Masterplan for the proposed Trinity Wharf Development and outlined the proposed timeframes for delivery and implementation of the Plan.

Members were advised that the detailed design would be finalised before the end of September with a view to lodging an application for consent to An Bord Pleanála in October. A planning decision from An Bord Pleanála is expected by Spring/Summer 2019 and if approved, construction is expected to commence by the end of 2019.

Mr. Galvin advised that the site will be delivered and developed under PPP and outlined the detailed elements of the Plan for this iconic 10 acre site to include hotel accommodation, modern office space, commercial buildings, multi-storey car parking, a 61 berth marina, cultural centre/events multi use building, public realm areas, an element of residential accommodation and a new boardwalk and pedestrian bridge linking Trinity Wharf to Paul Quay and the Crescent area.

Mr. Galvin advised members that infrastructural works to include site development works, access, roads, footpaths, lighting, water and ICT services will be constructed by Wexford County Council to as to provide a prime site ready for development.

Chief Executive, Mr. Tom Enright, commented that Trinity Wharf has the capacity to create over 1,000 jobs in the technology and financial services sectors over the next 5 to 10 years.

Questions raised by Members were addressed by the Chief Executive, Mr. Tom Enright, Mr. Eddie Taaffe, Director of Services and Mr. Brian Galvin, Senior Engineer.

His Worship the Mayor, Cllr. J. Dempsey, and Members welcomed the presentation and thanked the Special Projects team for the progress made and confirmed their unanimous support in advancing this major project to public consultation stage."



2016 Comhairle na Bliana
2016 Council of the Year



Ceantar Buirge
Loch Garman
Borough District
of Wexford

Bóthar an Spá, Loch Garman
Spawell Road, Wexford Y35 FPC2
053 916 6900 | wexfordborough@wexfordcoco.ie
www.wexfordcoco.ie | www.twitter.com/wexfordcoco