



VOL **3**

Settlement Plans and
Specific Objectives

Wexford County

Development Plan

2022 - 2028

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Introduction



Introduction

Section 19 of the Planning and Development Act, 2000 (as amended) requires either the preparation of a Local Area Plan (LAP) or the indication of objectives in a development plan for towns with a population greater than 1,500 persons. Based on Census 2016, there are nine such settlements in the county. Table 1 -1 sets out the Planning Authority's spatial planning framework for each settlement:

Table 1-1 Spatial Planning Framework for Settlements >1,500 persons

Settlement	Population Census 2016	Local Area Plan or Specific Objectives in the County Development Plan
Wexford Town	20,188	LAP to be prepared to replace Wexford Town and Environs Development Plan 2009-2015 (as extended)
Enniscorthy Town	11,381	LAP to be prepared to replace Enniscorthy Town and Environs Development Plan 2008-2014 (as extended)
Gorey Town	9,822	LAP 2017-2023
New Ross Town	8,040	LAP to be prepared to replace New Ross Town and Environs Development Plan 2011-2017 (as extended)
Courtown and Riverchapel	3,591	LAP 2015-2021 (as extended)
Bunclody Town ¹	1,984	Settlement Plan and land use zoning included in this Volume.
Rosslare Harbour and Kilrane ²	1,847	Settlement Plan and land use zoning included in this Volume.
Castlebridge	1,840	Specific objectives included in this Volume.
Rosslare Strand	1,620	Specific objectives included in this Volume.

¹ This includes Carrickduff which is in the jurisdiction of Carlow County Council.

² The population of Ballygeary (Rosslare Harbour) was 1,200 and the population of Kilrane was 647 giving a combined total of 1,847

Format of this Volume

- Section 1 Bunclody Town Settlement Plan
- Section 2 Rosslare Harbour and Kilrane Settlement Plan
- Section 3 Castlebridge Specific Objectives
- Section 4 Rosslare Strand Specific Objectives

Each section shall be read in conjunction with the relevant strategies, chapters, objectives and development management standards set out in the County Development Plan (hereon referred to as the CDP). While there are specific objectives set out for each settlement, in all other cases and unless otherwise stated, the objectives and standards in the CDP will apply.

Tiered Approach to Land Use Zoning

The NPF advocates close co-ordination between infrastructure agencies and planning authorities when zoning land for development. This will result in a standardised methodology that will differentiate between zoned land that is available for development and zoned land that requires significant further investment in services and infrastructure for development to be realised. This tiered approach to land zoning is as follows:

Tier 1: Serviced Zoned Land

These are lands that are either serviced or can connect to existing services.

Tier 2: Serviceable Zoned Land

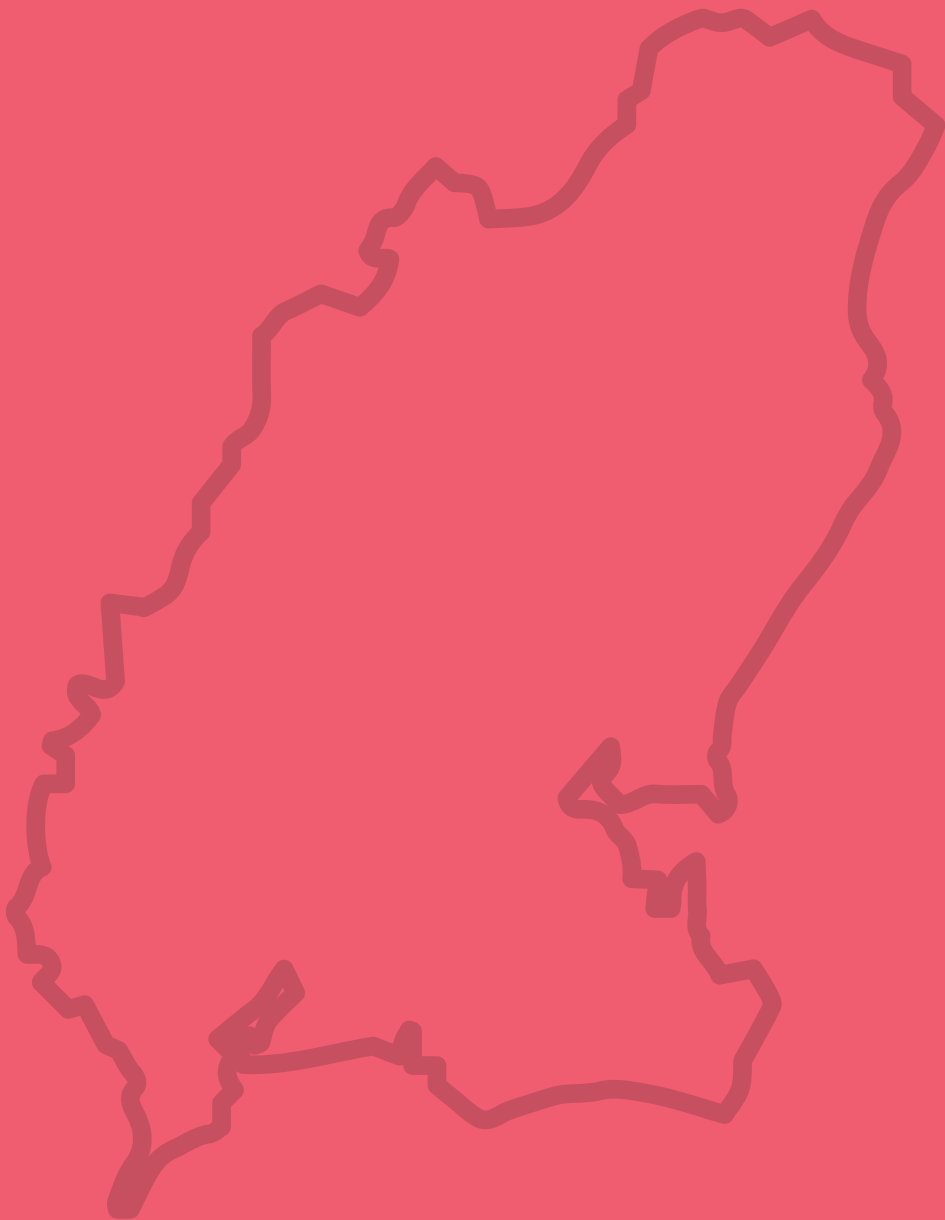
These are lands that are not currently sufficiently serviced to accommodate new development but have the potential to become fully serviced during the lifetime of the Plan.

It is anticipated that further guidance on this approach to land use zoning will be set out in detail in the forthcoming updated Development Plan Guidelines for Planning Authorities. In the interim, an Infrastructural Assessment Report forms part of the Settlement Plans for Bunclody Town and Rosslare Harbour and Kilrane. The reports

detail the assessment undertaken of undeveloped lands zoned for residential uses to identify any potential infrastructure requirements for those lands to allow them to be developed during the lifetime of the Plan.

SECTION 1

Bunclody Town Settlement Plan



1.1 Historical Development

The town of Bunclody is situated in the northwest of the county nestled in the foothills of Mount Leinster in an undulating landscape of fertile agricultural land. The River Slaney and River Clody flow through the town and most of the traditional town settlement has developed to its north and west, though some development extends south.

The origins of Bunclody date way back to the famous MacMurrough Kavanaghs when it was a mere hamlet and probably earlier with the suggestion of a former early Christian Carthusian Monastery set up by St Bruno on the site of the current Bunclody Golf & Fishing Club. The town began to evolve and take shape with James Barry raising its status to a post town in 1577 and later it became a planned estate town in the second half of the 18th century by the Maxwell-Barry family, the general form of which it has retained to this day.

Bunclody was named Newtownbarry from 1775-1950. The change from Bunclody to Newtownbarry was made when it became the property in the sixteenth century, of James Barry, progenitor of the Barons of Santry. A poll/vote in the 1950s sought reinstatement of its earlier name and a ballot was conducted by Wexford County Council. The result was subsequently approved by Dáil Éireann and Bunclody was recognised as the official name from January 1st, 1952. Bunclody or Bun Clóidi means 'bottom of the Clody' in Irish.

1.2 Urban Structure and Character

The town is very favourably located from an agricultural trade point of view with surrounding lands of superior quality well suited to tillage and arable farming. As a result Bunclody developed as a market town. The town has predominantly developed around Market Square and along Main Street/The Mall (N80) with subsequent development established off the radial routes extending from Main Street/The Mall. Bunclody town performs an important civic and service function with a concentration of civic amenities including churches and schools. These provide services not only for the resident population but also for a much wider rural and parish based population. The town has retained its planned 18th Century design form and has a strong urban

grain with a relatively high concentration of dwellings in a compact area, and services such as pubs, small retailers and local economic activity concentrated along Main Street and around Market Square.

The stone walls, arched bridges, notable architectural heritage and mature trees coupled with views and vistas of Mount Leinster and the River Slaney, create dramatic entrance approaches to the town and a very pleasing environment throughout. The trees and distant hills frame the views into and out of the Mall and Market Square, whilst the corner buildings create a definite entry into the Market Square. The main feature of the town is the cascading stream down the centre of the mall, which is unique in Ireland. The buildings that form Market Square and the Mall are generally three-storey in height and of a formal design in the manner of the 18th Century Georgian or Neo-Classical Townhouses. The corner buildings of the Market Square have hipped roofs, emphasising their location and rendering a sense of enclosure and place. In contrast, the traditional buildings of Church Street, Irish Street and Ryland Road are of a more simple form with an increased use of vernacular elements. The quality of the town's built heritage is further recognised by the designation of an Architectural Conservation Area.

The area is also one of great natural beauty with the rivers Slaney, Clody and Derry flowing through the parish and the Blackstairs Mountains forming a backdrop. Mt. Leinster [2610ft], the highest in the chain, is situated just above the town of Bunclody. The River Slaney and its associated floodplain is one of the most significant environmental and landscape features of the town.

1.3 Profile

1.3.1 Settlement Hierarchy

Bunclody Town is designated as a Level 3(a) Service Settlement in the Core Strategy Settlement Hierarchy. Level 3(a) settlements are important service settlements for their local communities and their wider rural hinterlands.

The town performs important functions including retail, leisure, hospitality, education, residential, service and amenity functions. The Development Approach for these settlements is set out in the Core Strategy, and is summarised here in Section 1.4.2.

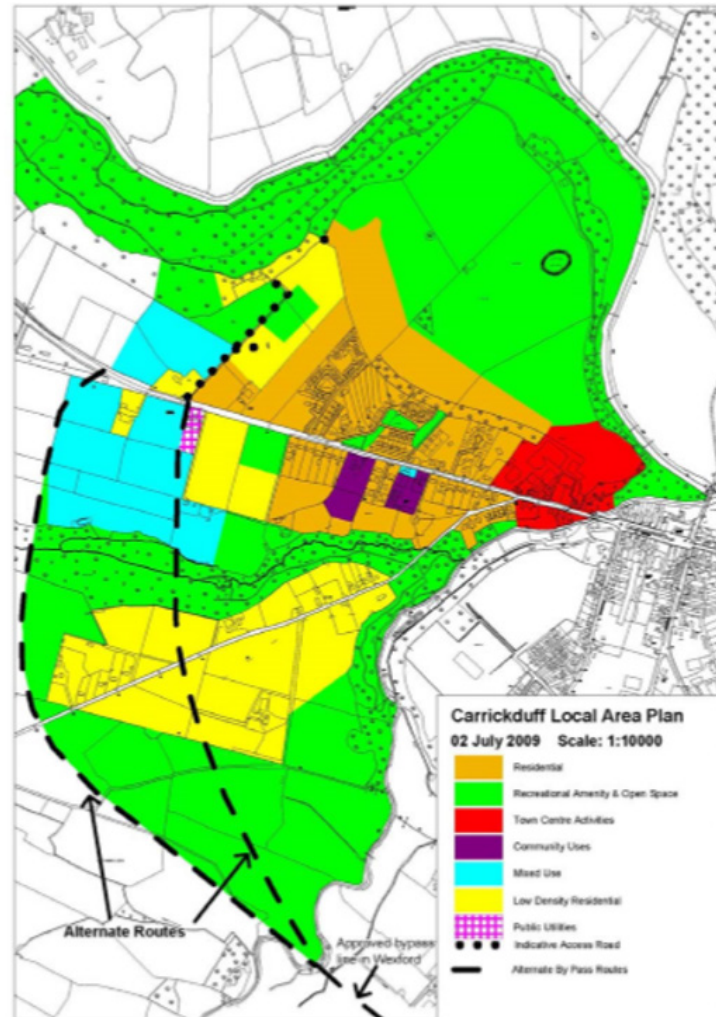
The Regional Spatial and Economic Strategy for the Southern Region (RSES) highlights the importance of innovation and the development of networks between towns and villages to complement their more traditional roles.

Bunclody Town was designated as a Rural Economic Development Zone under the Action Plan for Rural Development. It received funding which was used to develop a Town Team comprised of representatives from various businesses, stakeholders, community groups and the Council.

Bunclody sits right on the boundary of County Carlow. Part of the settlement, that is, the area that extends west of the River Clody, is located within County Carlow and accordingly is governed by the policies set out in the Carlow County Development Plan (Carlow CDP). Carrickduff is identified as a Smaller Town in the Settlement Hierarchy of Carlow CDP. The CDP states that although Carrickduff no longer has a statutory plan for the area, the Carrickduff LAP 2009-2015 does contain a significant amount of information on natural and built heritage and other planning issues and that the expired plan will be used as a supplementary guidance document for planning purposes.

Figure B.1 below shows the Land Use Zoning from the Carrickduff LAP 2009-2015.

Figure B.1 Carrickduff Local Area Plan 2009-2015



1.3.2 Population

In Census 2016, the population of Bunclody was 1,984³. The town has a slightly higher than average cohort of people aged 65 and over at 16.8%. As an Age Friendly county, it is important that the town develops as a safe, accessible, age friendly and socially inclusive settlement, is people friendly and is easy to get around.

³ This includes the area within County Carlow.

1.3.3 Employment

At the time of Census 2016 28% of the labour force in Bunclody was unemployed. This was one of the highest rates in the county and well above the county average of 16.6%. There are high numbers employed in the manufacturing industries at 33.9% of the workforce.

Local services including retail, bank, food and hospitality uses also provide local employment.

1.3.4 Deprivation

Bunclody is an attractive town to live and work and has an active commercial centre. However, based on the Pobal HP Deprivation Index – Relative Score 2016 Bunclody is classed as ‘very disadvantaged’. The Wexford Local Economic and Community Plan (LECP) outlines that areas with this level of disadvantage display socio-economic structure weaknesses in the areas of unemployment, education, lone parents and other key demographic indicators, and includes targeted measures to help address disadvantaged areas. The RSES also highlights the need to tackle legacies in areas suffering disadvantage by targeting investment in employment, education, services and amenities in this area. This is supported by the Core Strategy and in related chapters in the Volume 1 Written Statement with a focus on facilitating social and community developments including health services and education and facilitating employment and enterprise developments in disadvantaged areas/unemployment blackspots.

1.3.5 Existing Land Uses

Bunclody Town acts as an important service centre to the settlement and wider rural area. Retail and commercial services are located primarily in the core retail area of the town, between lower Main Street and upper Main Street with residential extending out from there and some newer retail developments such as ‘Supervalu’ and other retail warehousing and offices located on the Carrigduff side of upper Main Street and Aldi and Mr. Price on Ryland Road (N80), to the south of the town centre. There is also a concentration of other commercial/industrial uses off Ryland Road

and out the N80, and also outside the town boundary at locations such as the Slaney Meats factory at Clohamon.

1.3.6 Education

There is one mixed primary school in Bunclody Town. Our Lady of Lourdes National School is located at Hospital Hill and had an enrolment of 268 pupils in 2019/2020. The school site extends to c. 3ha which provides sufficient land to extend the school building and facilities should the need arise. There is also a small mixed primary school in Carrigduff which had an enrolment of 86 pupils in 2019/2020.

There are two mixed post primary schools in Bunclody Town. The FCJ, which is located to the north west of the town, had an enrolment of 934 pupils in 2019/2020. Bunclody Vocational School is located to the southwest of the town and had an enrolment of 219 pupils in 2019/2020.

Traffic congestion and management at the schools can be an issue which needs to be further examined.

Bunclody Vocational School also offers Post Leaving Courses which are open to young people who have completed their Leaving Certificate and adults returning to education. Bunclody Further Education and Training Centre, which is located on the N80, offers Level 4 training in the areas of employment skills and general studies and English for speakers of other languages. These courses provide important skills, focused on those looking to enter/re-enter the workforce.

1.3.7 Infrastructure

There is a public wastewater treatment plant serving Bunclody. As of April 2020 there is ample headroom to accommodate further development.

The area is also served by public water from the Bunclody Water Supply Scheme, and as of April 2020 it too has capacity to accommodate new development.

1.3.8 Vacancy and Under-Utilised Land

There are a few vacant properties in the town centre predominantly on the south side of Market Square. However, this issue is more prevalent along the side streets, in particular Irish St. and to a lesser extent on Church St. where there are a number of vacant and/or under-utilised sites (See Section 1.4.5 below).

1.3.9 Built and Natural Heritage

There are 15 structures listed on the Record of Protected Structures in the settlement of Bunclody as follow:

- WCC0848 Saint Mary's Church
- WCC0850 Sugar & Spice (Formerly J. Furlong & Company)
- WCC1035 Bank of Ireland
- WCC1037 Former Bunclody Methodist Church
- WCC1038 Former Bunclody Post Office
- WCC1041 Former Allied Irish Bank
- WCC1044 Former RIC Barracks
- WCC0851 Slaney Bridge
- WCC0702 Newtownbarry House
- WCC0717 Slaney Lodge
- WCC1034 Slaney Cottage
- WCC1040 House on Church Street
- WCC1039 Weston House
- WCC1042 Riverview House
- WCC1036 Mill House

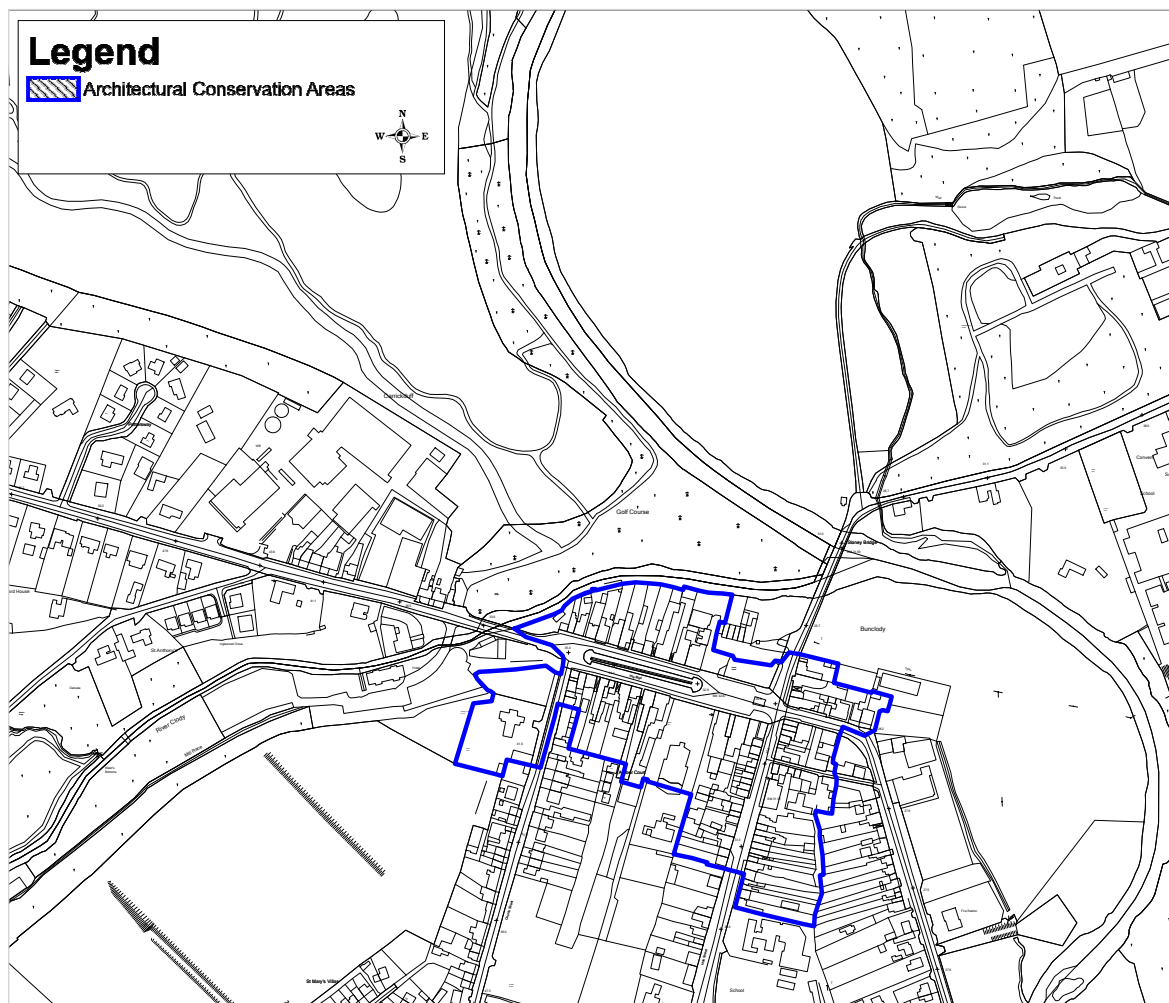
Bunclody Town Centre is designated as an Architectural Conservation Area (ACA) (see Figure B-2 below).

The quality of the town's built heritage is undoubtedly due to the estate influence, the availability and quality of local building materials and the important market function of the town. The interplay of historic buildings, unique features like the tree lined Mall Stream, the formal urban spaces of the estate village and the urban vernacular

streetscapes set within the context of a demesne landscape in the foothills of the Blackstairs Mountains, form the particular character of the area that is unique to Bunclody and warrants protection.

Furthermore the Bunclody ACA contains a visually rich mix of architectural styles within its boundary, ranging from Georgian through to Modern, all of which vary in scale, height, massing and use of materials. Whilst the town has retained its planned 18th Century design form in remarkable condition, the eclectic mix of building styles extending out from The Mall also contributes to the diverse and distinctive built character of Bunclody. See Volume 6 Architectural Conservation Areas for further details.

Figure B.2 Bunclody Architectural Conservation Area



There is just one main site/monument located in/close to the settlement:

- WX009-017 Battlefield at Ballyprecas

Natural features/protections:

Bunclody is located adjacent to a proposed Natural Heritage Area (pNHA) and a candidate Special Area of Conservation (cSAC) Site Code 000781. These contribute to, and are considered fundamental to, the local heritage and attractiveness of Bunclody.

1.3.10 Flood Risk

The town's development along two rivers has resulted in flood risk to land and buildings, in particular, from the River Slaney along the N80. Flood risk in the town was examined in the Strategic Flood Risk Assessment (SFRA) (See Section 1.4.13 below and Volume 11).

1.4 Development Strategy

1.4.1 Strategic Aim

The aim of the Council for Bunclody Town is:

"To create and sustain a vibrant settlement with a strong sense of place, an attractive public realm, a mix of uses and a high quality residential environment while maximising to the fullest potential the role of Bunclody as a strategic service and employment centre and develop its tourism and leisure potential related to its cultural heritage".

1.4.2 Core Strategy Development Approach

As outlined in Section 1.3 Bunclody is designated as a Level 3(a) Service Settlement in the Core Strategy. The development approach for these settlements, which is set out in the Core Strategy, is summarised here:

- Focus on moderate population growth.
- Apply the sequential approach to the development of land, requiring residential development to take place within the existing footprint of the settlements. The leap

frogging of infill/brownfield lands to undeveloped or greenfield lands will not be considered.

- Promote economic and enterprise development appropriate in scale to the settlements.
- Focus on the regeneration and renewal of these settlements.
- Ensure that new development contributes to the creation of attractive, liveable, well-designed, high quality settlements and the local communities enjoy a high quality of life and well-being.
- Support community organisations who are working to develop community facilities and promote and facilitate initiatives in the public realm.
- Protect and enhance amenities, heritage, green infrastructure and biodiversity in these settlements.

Having regard to the important economic and strategic role of Bunclody it has been allocated 30% population growth for the period 2016-2040.

Additional strategic objectives specific to Bunclody include:

- To ensure flood risk is effectively managed and that vulnerable development is avoided on lands identified at risk of flooding.
- To support the Town Team in its aims and to assist in the development of a comprehensive tourism and leisure package through partnership with the various agencies and the local community including the development of sustainable projects in the area. As part of this package and in order to upgrade the quality of the tourism product, further provision of traditional facilities and accommodation will be encouraged.

1.4.3 Settlement Structure and Development

The Settlement Plan aims to develop a strong and coherent settlement structure. This will be implemented by developing a Place concept, Route concept and Landscape concept which builds on the existing places, routes and landscape structures.

1.4.3.1 Place Concept

Demolition and loss of original structures and building lines can have a detrimental

influence/effect on the character and appearance of an area. Where historic street patterns remain, they should be respected, protected and reflected in proposed new development.

The proposals for **Place Concept** are:

- To consolidate the town centre as the focus for retail and services development.
- To improve the 'place' quality of the town centre and along the main routes through the settlement along the N80, Church Street/Mill Road (L-2005), the R746 (Irish Street/Hospital Hill) and the R746 towards Carnew. The quality of architecture in these locations will be required to be high to create a sense of arrival to this unique tourist destination.
- To work with the local community to deliver improvements to the public realm in the settlement as resources allow.
- To ensure the important historic town layout and street pattern is retained in terms of character, fabric, scale, width and alignment.
- To ensure that any new development has strong building lines in the form of a perimeter block therefore creating a strong street edge.
- To improve the legibility and strength of the edges in the main spaces of the settlement and to create a sense of enclosure in accordance with the urban design strategy below and Volume 1 Chapter 5 Design and Place-making in Towns and Villages.

1.4.3.2 Route Concept

The existing Route Structure as shown on Figure B-3 is made up of the following:

- The spine of the route structure is the N80 National Secondary Road which forms the main access/entry into and through the core of the settlement from the north and south.
- The R746 bisects the Main Street (N80) heading south along Irish Street and through Market Square and over Slaney Bridge heading north towards Carnew.
- Church Street/Mill Road (L-2005) also extends south from Main Street.

Some of the existing estates in the town are either not connected or poorly

connected to each other and in some cases, the town centre. As set out above there are three streets/roads which join Main Street - Ryland Road (N80), Church Street/Mill Road (L-2005) and the R746 (Irish Street/Hospital Hill and the R746 towards Carnew). None of these roads are linked which means that someone on Church Street must access any other route from the main N80 route which operates as a one way system either side of the Mall stream.

At peak times, through traffic on the national road (N80) adversely impacts on the amenities of Bunclody town centre and can deter walking and cycling. Congestion also increases journey times on this important national road. The Council will therefore work with Transport Infrastructure Ireland and all other stakeholders in the development and assessment of options, including those relating to the link road and/or a possible by-pass, to address these issues.

The proposals for **Route concept** as illustrated on Figure B-3 are to:

- Ensure that the routes are designed in accordance with their designated status of Arterial, Link and Local as per Section 5.9 of Volume 1 Chapter 5 Design and Place-making in Towns and Villages and Section 6 of Volume 2 Development Management Manual). In this regard, the routes in the town are designated as follows:
 - **Arterial Route:** The N80 which extends north to Carlow and extends south to meet the N11 National Primary Route.
 - **Link Routes** are the R746 and L-2005, which both link to the Arterial Route.
 - **Local Routes:** These are the routes which provide access within communities and link Arterial and Link Routes. The remaining streets and lanes in the settlement plan area are included in this category.
- Provide links between Mill Road and Irish Street/Hospital Hill (see indicative locations on Figure B-3) as part of any development of these lands.
- Ensure that the indicative road links identified on Figure B-3 are facilitated and these accesses are protected from future development.
- As well as detailed road design and movement function, the type of route will inform the design, building line/frontage, building type, building height, density and landscape treatment (see Volume 2 Development Management Manual). However, having regard to the prevailing heights in the town the buildings heights shown on the route types will likely have to be moderated.

- Ensure that development along the route reflects the 'movement' function of the route and the 'place' function of the various 'places' through which it passes.
- Make retrospective links within the community in consultation with the residents of the settlement.
- Ensure that access is provided to back lands and that no development will prevent an opportunity to make a required link.

Figure B-3 Route Concept



1.4.3.3 Landscape Concept

The recent public realm works at Market Square have created a very desirable open space hub in the town. The tree lined stream that flows through Market Square also has amenity value. The Slaney and Clody Rivers and adjoining woodlands to the north of the town centre provide a stunning setting for the village and provide varying degrees of access and offer potential. The mountains and trails adjacent also offer significant amenity and further potential.

The proposals for the **Landscape concept** (Figure B-4) are:

- To support the community in the implementation of further public realm improvements with the aim of achieving a consistent treatment for landscaping and, in particular, street trees in the settlement to add to coherence.
- Link the various elements that comprise the existing landscape structure to allow for the dispersal of species and improve visual amenity. This will be achieved either through the provisions of planting or by requiring green linkages throughout new development to link to other greens spaces and corridors in the town and wider landscape. The Council will encourage and support the replacement of the removed 'mile of lime trees' along the N80 and, where possible, where future road improvements take place in this area.
- River corridors and their associated riparian zones are important for ecological and amenity reasons, flood risk management and water protection as set out in Chapter 11 Landscape and Green Infrastructure in Volume 1. The development of a biodiversity related river walk and/or linear park along the Slaney River and Clody Rivers would be a positive addition to the town which would be supported by the Council. Proposals for development along river corridors and in riparian zones shall have regard to the principles for protecting watercourses as set out in the document 'Planning for Watercourses in the Urban Environment' (Inland Fisheries Ireland 2020) and any updated version of these Guidelines. It will be necessary to set aside buffer zones with a sufficient area of land along the river corridor.

Figure B-4 Place and Landscape Concept



1.4.4 Access for All and Age Friendly

As discussed in Section 1.3, 16.8% of the settlement's population was over 65 years old in Census 2016. The future planning of the settlement needs to carefully consider this and the needs of all users, including older people. The Planning Authority will assist developers and local community groups to ensure that this is achieved.

Access for All and Age Friendly Development Objective

It is the objective of the Council:

Objective B1

To ensure the future planning of the settlement addresses the needs of all users and residents, including older people. The principles of universal access for all will be applied to all developments including public realm and environmental improvements carried out by the local authority or local community groups in the settlement. Housing for older people should generally be located within the town centre to have easy access to services.

1.4.5 Urban Design and Public Realm Strategy

The notably urban fabric of Bunclody developed to a large extent in the 18th and 19th centuries and has been largely retained in its 18th Century planned estate town form. The high quality of the town's built heritage is undoubtedly due to the estate influence and the important market function of the town as well as unique features like the Mall Stream and the presence of high quality local materials and architectural details like the tripartite window which have merited the designation of an Architectural Conservation Area and make the town a very pleasing environment which ought to be protected and enhanced in the most appropriate manner.

As discussed in Volume 1 Chapter 5 Design and Place-making in Towns and Villages, good urban design is a key component of compact growth and place-making, ensuring that places are attractive to live, work and visit. In accordance with the Strategy outlined in Section 5.5 of Chapter 5, key place making objectives for the settlement plan area are to:

- Provide for quality in the design of buildings and places (Quality).
- Ensure that future urban development has a coherent urban structure, is permeable and places people at the heart of the design of streets and the public realm (Connected).
- Ensure that future development is compact and rejuvenated (Compact).
- Ensure that development is vibrant, inclusive, resilient and adaptable.

Urban Design and Public Realm Strategy Objectives

It is the objective of the Council:

Objective B2⁴

To seek to formally adopt the proposed Architectural Conservation Area as mapped in Figure B-2 and detailed in Volume 6 Architectural Conservation Areas.

Objective B3

To focus on the rejuvenation of Bunclody and improvements to the visual appearance and public realm to create a welcoming environment.

Objective B4

To protect and promote the sense of place, its culture and the quality, character and distinctiveness of this important landscape that makes Bunclody such an attractive place to live in, work in and visit.

Objective B5

To consolidate the existing built environment in a manner that enhances the setting and character of the area.

Objective B6

To ensure that all new developments employ a high standard of urban design, layout and finish and require sensitive and high quality architectural design for infill and

⁴ Note the Architectural Conservation Area was formally adopted as part of the Wexford County Development Plan 2022-2028.

brownfield developments in the town centre. The design and layout of any new development should be respectful of the area's context, streetscape and setting (including the status as a ACA), should provide for a strong and active street edge and sense of enclosure and should comply with the key principles and design approaches outlined in Volume 1 Chapter 5 Design and Place-making in Towns and Villages.

Objective B7

To require development to be designed having regard to the 'movement' function and 'place' function of the route on which it is located.

Objective B8

To require new developments and their associated streets and spaces to place an emphasis on creating attractive places, facilitating social interaction and provide for connectivity, enclosure, active edge and pedestrian facilities.

Objective B9

To require new infill developments to maximise opportunities for enclosure by ensuring continuity of existing buildings and forms where it exists and to address weaknesses in building lines through rationalisation as part of the infill development or redevelopment.

Objective B10

To ensure that all new development positively contributes to the public realm, fostering a strong sense of place and an attractive place for both the local community and visitors to the area and are accessible to all users.

Objective B11

To improve the public realm particularly in the town centre and along the approach roads to Bunclody, with particular regard to footpaths, hard and soft landscaping, open spaces, street furniture, signage, street lighting and on-street car parking. Ensure that non-structural elements of the town such as original paving and cobbles,

stone walls, plaques etc. are treated as an integral part of the town's character and are protected from destruction and inappropriate development.

Objective B12

To require Design Statements to be prepared for significant infill and brownfield sites in the Town Centre and for Residential lands.

Objective B13

To work with local businesses and the local community to develop and implement an integrated, branded approach to signage for the settlement plan area that provides for continuity in design and style and which enhances the visual appearance of the area, provides for a sense of place and avoids signage cluttering.

Objective B14

To encourage and facilitate the carrying out of environmental improvements in the settlement plan area in order to enhance the overall appearance and quality, for example, planting and general amenity improvements.

1.4.6 Compact Growth

Compact Growth

NSO 01 to deliver compact growth will be achieved by prioritising the town centre in Bunclody for future growth. This will focus on developing key infill, brownfield sites, under-utilised and vacant sites in town centre, moving sequentially out from there to the remainder of the existing built-up footprint. This will ensure these sites are reused in the interests of sustainable development and that these sites or premises do not cause dis-amenity to their neighbours or the settlement.

The following zonings are designated for the purposes of the Urban Regeneration and Housing Act 2015 (as amended):

- Residential - All Residential Zoned Lands (Including Town Centre, Existing Residential and New Residential)

- Regeneration - The lands indicated on Map 1 for Regeneration zoned Town Centre, Commercial and Industrial.

The Planning Authority will encourage the repurposing and reuse of existing vacant properties in the town centre for appropriate uses to contribute to regeneration and increasing the vibrancy of the plan area.

Appropriate density and building heights are two key components of compact growth which will assist with delivery of compact growth, and the efficient use of land.

The Urban Development and Building Heights Guidelines outline that prevailing building heights have a critical role to play in addressing the delivery of more compact growth in our urban areas. The prevailing building height in the settlement plan area is two-storey with three-storeys predominantly along The Mall. The former Mill Race Hotel development (recently converted to Nursing Home) is higher but is somewhat isolated from the core of the settlement and is predominantly sited on the Carlow side of the settlement and is outside the historic boundary and ACA.

Buildings taller than the prevailing heights will be required to have a high quality design treatment and comply with the objectives of Volume 1 Chapter 5 Design and Place-making in Towns and Villages, Volume 2 Development Management Manual and the Urban Development and Building Heights - Guidelines for Planning Authorities (Department of Housing, Planning and Local Government, 2018) and should not impact on the special character and setting of the ACA.

Compact Growth Objectives

It is the objective of the Council:

Objective B15

To prioritise the development of vacant, infill and under-utilised brownfield sites in the settlement plan area to achieve compact growth and sustainable development.

Objective B16

To use the powers, where appropriate, under the Derelict Sites Act, 1990, to include sites on the Register of Derelict Sites and charge levies.

Objective B17

To pursue and encourage regeneration in order to prevent:

- Adverse effects on existing amenities in such areas, in particular as a result of the ruinous or neglected condition of any land;
- Urban blight and decay;
- Anti-social behaviour; or
- A shortage of habitable houses or of land suitable for residential use or a mixture of residential and other uses.

Objective B18

To examine all lands zoned 'Residential' or indicated for 'Regeneration' within the boundary of the settlement plan area and enter such lands on the Vacant Sites Register and apply the appropriate levies where it is deemed that the criteria laid down by the Urban Regeneration and Housing Act 2015 (as amended) applies.

Objective B19

To encourage and facilitate the reuse of existing vacant properties for appropriate uses subject to normal planning and environmental criteria and the proper planning and sustainable development of the area.

Objective B20

To give favourable consideration to buildings higher than the prevailing building heights subject to considerations of scale, heritage, amenity and design quality and in accordance with the requirements of Objectives TV52, TV53 and TV54 in Volume 1 Chapter 5 Design and Place-making in Towns and Villages, and to facilitate development incorporating higher buildings (i.e. buildings that exceed the contextual prevailing height) where it has been adequately demonstrated that the development complies with the assessment criteria set out in Section 3.2 of the Urban Development and Building Heights - Guidelines for Planning Authorities (DHPLG, 2018).

Objective B21

To ensure that building heights within future development makes a positive contribution to the built form of the area, is not obtrusive and does not adversely impact on the streetscape, local amenity or views.

Objective B22

To ensure all new developments will be required to optimise the opportunities afforded by the historical and natural assets of Bunclody.

1.4.7 Retail and Commercial Services

The settlement is well served by a range of retail and commercial services which includes supermarkets, convenience shops, post office, banks, hairdressers and beauticians, pharmacies, clothing and other comparison goods shops, fuel station, cafés and restaurants, a tourist office and art gallery. The Council will continue to facilitate the development of retail and commercial services that serve the local community, the rural hinterland and visitors and contribute to vibrant settlements. Such development will be located in accordance with the Land Use zoning and Volume 8 County Retail Strategy.

Retail and Commercial Objectives

It is objective of the Council:

Objective B23

To encourage and facilitate a variety of retail services in accordance with the County Retail Strategy and additional commercial services, all of which improve the range of facilities for the local population and surrounding hinterland and increases the area's appeal for tourists.

Objective B24

To encourage the use of upper floors in retail premises for commercial or for living above the shop accommodation.

Objective B25

To control the provision of non-retail uses at ground floor level within the town centre. Ground floor units are required to address the street and add to the vibrancy and vitality of the streetscape. New development should avoid the development of blank frontages and incorporate a mix of uses vertically and horizontally.

Objective B26

To prevent the loss of retail/commercial services along the Main Street/The Mall and Market Square through redevelopment or change of use to non-retail/commercial use at ground floor level.

Objective B27

To increase the retail/commercial offer to serve local needs, by seeking development of redundant, vacant or underutilised town centre sites.

1.4.8 Residential

As set out in the Core Strategy, a population growth of 195 persons is allocated to Bunclody between 2021-2027. This equates to 133 additional households. At the allocated density of 25 units/ha this translates to 5.32ha of residential land. However, 6.09ha have been zoned for development during the plan period as Parcel A will be required to deliver a link road and Parcel D has a configuration which may reduce yield.

A tiered approach to zoning has been applied:

- Tier 1 lands are considered fully serviced/'ready-to-go' and are positioned within the existing built-up footprint.

- Tier 2 lands are not currently sufficiently serviced to support additional development but have the potential to become fully serviced during the lifetime of the plan.

The residential zoned lands have been prioritised for development based on a number of factors including the planned levels of growth in the town, the achievement of compact growth, the application of the sequential approach, the location of the lands, availability of and proximity to amenities, schools, shops or employment, accessibility to transport services etc and the availability of infrastructure (either Tier 1 serviced land or Tier 2 serviceable land).

6.09ha of land is allocated to Phase 1 for delivery during the current plan period. In the event that some or none of these lands come forward for development during the first three years of the plan, i.e., three years from the date of the plan coming into effect, the lands in Phase 2 lands will be considered, in a sequential manner and subject to the infrastructural requirements being addressed.

As the Council must ensure that the Core Strategy figures are complied with and not exceeded, the Council will monitor the number of units granted on these residential zoned lands and the number of those units that have been either commenced or completed. This will be a material consideration in the assessment of subsequent planning applications and will inform the number of units that can be considered in subsequent planning applications (on either Phase 1 or Phase 2 lands).

Table B-1 provides the detail of each plot, their tier designation and allocated phase, their size, zoning, density, potential residential yield and infrastructural requirements. This table should be read in conjunction with Map 1 Land Use Zoning. This table also identifies if the lands are within the existing built-up footprint of the settlement.

It should be noted that the sum of the Phase 1 lands is 6.09ha. However, as Plot A is required to deliver a link road the residential yield will be reduced. The sum of the Phase 2 land is 6.02ha.

Table B-1: Future Residential Development and Delivery Approach

Parcel I.D	Tier	Phase	Within Existing Built-Up Footprint	Size (HA)	Zoning	Density	Residential Yield	Infrastructural Requirements
A	1	1	Y (30%)	4.04	Residential	25/ha	101	These lands are served by a footpath and will require a short extension to the foul sewer network from the adjoining development. Lands to be developed as blocks with frontage on all sides and provide for a link road from Hospital Hill to Mill Road. Large open space to be provided at the centre of the site.
B	2	1	Y (100%)	0.65	Residential	25/ha	16.25	The lands will require the provision of a footpath approximately 75m north of the site as well as along the frontage of the site. The land will require an extension to the foul sewer and water network. The lands are to be developed as blocks with frontage onto the regional road and provision for a link road to the south to link to the commercial zoned lands to the rear.
C	2	2	N	3.26	Residential	25/ha	81.5	The development of these lands will require the development of footpaths outside the site and further down Hospital Hill. It will also require the extension of the foul sewer, water pipes and public lighting on this side of the road. The lands will be required to deliver a link road between Hospital Hill and the R746.

Parcel I.D	Tier	Phase	Within Existing Built-Up Footprint	Size (HA)	Zoning	Density	Residential Yield	Infrastructural Requirements
D	1	1	Y (100%)	1.4	Residential	25/ha	35	The site is serviced. The retention of the hedgerow and mature trees to the north and east must be maintained and enhanced as green infrastructure.
E	2	2	N	2.76	Residential	25/ha	69	The development of this land is dependent on the development of Plot B including the provision of a footpath approximately 75m north of the site as well as along the frontage of Plot B and an extension to the foul sewer and water network. Plot E lands are to be developed as blocks with frontage onto the Link Road that will traverse the lands.

Residential Objectives

It is the objective of the Council:

Objective B28

To facilitate the development of residential units in line with the Core Strategy allocation for Bunclody and deliver these units within the built up envelope of the settlement plan area to achieve the National Strategic Objective for Compact Growth.

Objective B29

To ensure that new residential developments comply with the relevant objectives and development management standards in Volume 1 and Volume 2 of the County Development Plan, in particular, those pertaining to density, unit type and mix, private open space, public open space, permeability with an emphasis on walking and cycling provision, car parking and other relevant requirements.

1.4.9 Transport and Movement

There is a need to improve permeability and connectivity in the area, in particular, between Mill Road, Hospital Hill and Ryland Road. This will be achieved by the delivery of a 'Link Road', designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and Section 5.9 of Volume 1 Chapter 5 Design and Placing-making in Towns and Villages and Section 6 of Volume 2 Development Management Manual of the CDP. Pedestrian permeability between existing residential schemes would improve connectivity, contribute to improved socialisation, and provide alternatives, and in some cases, shorter walking times/distances to the town centre.

It is the objective of the Council to ensure maximum pedestrian permeability between the Main Street and ancillary areas throughout the town centre. In this regard the pedestrian use of existing archways, lanes and passages, and the development of new non-vehicular linkages between Main Street/The Mall and backland and/or infill development and parking areas will be promoted, particularly where passive overlooking, active frontages, adequate lighting and security can be reasonably

achieved. Developers will be required to facilitate such access where possible as part of any development proposal and where appropriate, development design proposals shall provide for further access to adjacent zones of commercial/residential lands in order to facilitate their future access and development.

Transport and Movement Objectives

It is the objective of the Council:

Objective B30

To require accessible footpaths to be developed at the locations identified on Map 2 Objectives.

Objective B31

To protect and promote the use of existing archways, lanes and passages and the development of non-vehicular linkages between Main Street and the Mall. Backland and infill development will be promoted, particularly where passive over-looking, active frontages, adequate lighting and security can be reasonably achieved.

Objective B32

To ensure that appropriate and accurate street signage is used on the streets of the Town including Main Street and the Mall.

Objective B33

To provide off-street car and bus parking and allow space for safe school bus drop-offs to facilitate the two second level schools in the town.

Objective B34

Identify lands which can be used for the provision of long-term off-street parking within the plan area during the life-time of the plan.

Objective B35

To improve pedestrian and cycle facilities in general and in particular crossings at junctions, to improve the quality and width, where appropriate, of all footpaths in the settlement plan area and improved access for people with disabilities and to provide cycle friendly routes to/from schools with cycle parking facilities and encourage school to provide cycle training to all pupils.

Objective B36

To provide a cycle route, footpath and appropriate street lighting, segregated where possible, from Bunclody to Clohamon on the N80, subject to Appropriate Assessment in accordance with the requirement of the EU Habitats Directive to ensure the protection and preservation of all designated SACs and SPAs.

Objective B37

To require new developments to ensure that permeability is incorporated into the design of all new developments, in particular, opportunities to create local level linkages between developments and to increase permeability for all users, in particular pedestrians and cyclists in accordance with Objectives TV25-TV32 in Volume 1 Chapter 5 Design and Place-making in Towns and Villages.

Objective B38

To reserve land for the future link road between Mill Road, Hospital Hill and Ryland Road and prohibit development which would compromise the construction of this route. This link will be provided as part of the development of these lands. This link road shall be designed in accordance with DMURS and the road category profiles set out in Volume 1 Chapter 5 Design and Place-making in Towns and Villages and Chapter 8 Transportation Strategy and Volume 2 Development Management Manual.

Objective B39

To provide and, encourage provision of, new connections between existing and new developments in the settlement plan area to address issues of poor local level access and permeability.

Objective B40

To work with Transport Infrastructure Ireland and all other stakeholders in the development and assessment of options, including those relating to the link road and/or a possible by-pass, to improve regional journey times and to reduce the impacts of national road traffic on the public realm and maximise opportunities for walking and cycling in Bunclody town centre. Any such options shall be subject to compliance with the Environmental Impact and Habitats Directives.

1.4.10 Economic Development

Future economic and employment uses in the settlement plan area will be focused on the town centre and the commercial and industrial zoned lands along the N80. The undeveloped industrial land is open to a variety of land uses including industry, manufacturing, transport and logistics, and is considered sufficient to fulfil the economic development envisaged during the plan period. However, the Council will keep this under review.

Economic Development Objectives

It is the objective of the Council:

Objective B41

To ensure the continuation and consolidation of Bunclody's commercial role in meeting the needs of both the local community and visitors. This will be achieved by enhancing the role of the town centre and upgrading and improving existing commercial activities.

Objective B42

To facilitate the expansion of existing local services and businesses where appropriate and to facilitate the development of further local employment opportunities in accordance with the proper planning and sustainable development of the area.

1.4.11 Recreation and Open Space

The provision of recreational facilities and amenities such as open spaces, public seating, footpaths, trails, playing fields, play areas and community halls can enhance well-being, encourage people to be active and promote safe community interaction and socialising. The village 'green'/park are important amenities in terms of their function as well as their visual appeal.

The Slaney River and Clody River have leisure and amenity potential, e.g. river walks, angling, kayaking. The development of a Slaney River Walk from Bunclody to Enniscorthy could connect with other existing trails such as the Wicklow Way.

Recreation and Open Space Objectives

It is the objective of the Council:

Objective B43

To support the development of an all-weather sports and recreational facility.

Objective B44

To investigate the feasibility of developing a biodiversity related river walk along the Slaney River and Clody Rivers (and investigate possibility of linear park) subject to protection of the riparian zone and compliance with the Habitats Directive and in conjunction with relevant guidelines.

Objective B45

To identify a suitable location for the development of a Neighbourhood Park including a community play area, adult gym, and playground close to the town centre.

Objective B46

To require the delivery of local parks at appropriate locations within future residential schemes in accordance with the requirements of Chapter 14 Recreation and Open Space Strategy of Volume 1 Written Statement.

Objective B47

To provide an area suitable for allotments within easy reach of the town and the main residential areas during the lifetime of the Plan.

Objective B48

To maximise the potential of the River Slaney for tourism and recreation purposes by improving public access where possible and continuing to support the pursuits of the Bunclody Adventure Hub and WWETB subject to the Habitats Directive and relevant sustainable planning and environmental regulations.

Objective B49

To maintain a buffer zone along the banks of the Rivers Slaney and Clody through all undeveloped lands, wherein no development other than parks/playing pitches may be provided. Any planning applications to facilitate development or expansion of existing premises will be treated on their merits in accordance with proper planning and sustainable development. The width of the riparian zone will be dependent on the width of the river and the nature of the site and as such it will be decided on a case by case basis. However, a minimum of 10 metres in width will be required on smaller streams and rivers. In some instances, buffers of up to 50 metres may be appropriate (as set out in the 'Planning for Watercourses in the Urban Environment' (Inland Fisheries Ireland 2020) and any updated version of these Guidelines). Refer to Chapter 11 in Volume 1 Written Statement for further information.

Objective B50

To seek the protection of the following trees identified for their amenity value and support planting of native trees and lime trees in suitable locations throughout the settlement area:

- Line of Lime trees along The Mall Stream
- Trees in front of Roman Catholic Church
- Tree in Market Square
- Trees at site of St Mary's Church

1.4.12 Community and Education

In terms of education, there are two primary schools (one in County Carlow) and two post primary schools within the settlement (all are mixed). The post primary schools serve a wide catchment area. The Department of Education and Skills have not identified a need for an additional school.

The Council will continue to support the expansion of education and training services in the town.

A modern library facility serves the settlement. There is an Arts Gallery present and there is also an annual summer arts festival.

Community and Education Objectives

It is the objective of the Council:

Objective B51

To support the development of the schools to accommodate the future needs of the settlement.

Objective B52

To support where resources allow, the provision of a community centre facility, in or close to the town centre.

Objective B53

To support the development of educational facilities to accommodate the future needs of the settlement.

Objective B54

To support, facilitate and implement where resources allow, the further development of the arts and the library facilities.

1.4.13 Flood Risk Management

The SFRA (Volume 11) contains a detailed assessment of flood risk in the settlement plan area. The assessment is based on the Area For Further Assessment CFRAM mapping produced by the OPW.

Flood risk is predominantly associated with the River Slaney (See Figure B-5). The most significant flood impacts are felt on the N80 on the southern approach to the town where Flood Zone A overlaps with the road and a small amount of existing development. Flood Zone B overlaps with an existing terrace of houses and significant areas of existing commercial and industrial development along this fringe of the town.

It is further noted that there is minimal existing development within Flood Zone A, however the flood extents increase significantly for Flood Zone B which suggests that climate change impacts will be severe.

The SFRA concludes that:

- Small extensions/refurbishment of existing buildings within Flood Zone A and B should consider the advice given in Section 4.7.1 of the SFRA.
- For the commercial and industrial lands adjacent to the N80 that are within Flood Zone B and are within the Regeneration Area the use should be restricted to less vulnerable or water compatible uses and should consider the advice given in Section 4.4 to 4.11 of the SFRA.
- For the small areas of existing commercial development impacted by Flood Zone A then the Development Management Justification Test may need to be applied depending on the intended use.
- All proposed development bordering the flood zones should be subject to an appropriately detailed Flood Risk Assessment (FRA) at the development management stage and must specifically consider future climate change impact.

The Council will continue to ensure that all future planning applications in the settlement plan area are screened for flood risk, that site-specific flood risk assessments are submitted where required and that the requirements of the County SFRA (Volume 11), the Flood Risk Management Guidelines and Chapter 9 Infrastructure Strategy (Volume 1), are fully complied with. The land use zoning matrix in Section 1.5 below also addresses flood risk (see Footnote P1/O1).

Flood Risk Management Objectives

It is the objective of the Council:

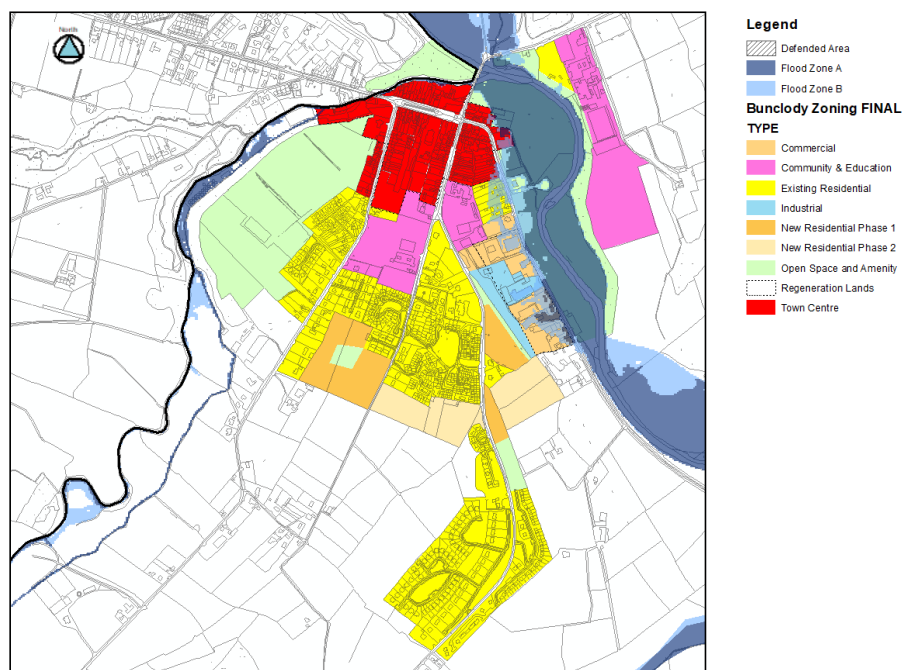
Objective B55

To ensure that all future developments in the settlement plan area comply fully with the requirements of the Planning System and Flood Risk Management Guidelines (DEHLG and OPW, 2009) and Circular PL2/2014 and any future update of these guidelines, the County Strategic Flood Risk Assessment in Volume 11 and Chapter 9 Infrastructure Strategy in Volume 1 Written Statement.

Objective B56

To require the use of sustainable drainage systems (SuDS) to minimise and limit the extent of hard surfacing and paving and require the use of sustainable drainage techniques where appropriate, for new development or for extensions to existing developments, in order to reduce the potential impact of existing and predicted flooding risks.

Figure B-5 Flood Zone Overlaid on the Land Use Zoning



1.5 Land Use Zoning and Matrix

The purpose of land use zoning is to promote the orderly development of the settlement plan area, to establish an efficient basis for investment in public infrastructure and facilities and to avoid potential conflict between opposing land uses. It also identifies for property owners, developers and the public the types of developments and uses that the Planning Authority considers most appropriate on lands within the plan area.

The land use zoning objectives, which are identified on Map 1, have been formulated having regard to the following:

- The existing pattern of development.
- The need to promote the proper planning and sustainable development of the town in line with the Core Strategy in the County Development Plan.
- The need to zone sufficient lands at appropriate locations to accommodate the population allocation and to facilitate economic and enterprise development.
- The protection of the environment and biodiversity and flood risk management.
- The location, accessibility and availability of land for development.
- The existing and future provision of essential infrastructure (water, sewerage and roads) and the need to ensure the efficient use of this infrastructure.
- The location and adequacy of existing social infrastructure (for example schools, childcare facilities and sport facilities).
- The character of the area with regard to the scale and pattern of development.
- The physical features and amenities of the area.

1.5.1 Land Use Zoning Objectives

Existing Residential (ER)

‘To protect and enhance the residential amenity of existing and developed communities’. This zoning relates to existing residential lands. The purpose of this zoning is to preserve existing residential uses and to provide for infill residential

development at a density that is considered suitable to the area. While infill or re-development proposals are acceptable in principle, careful consideration will be given to protecting residential amenities.

New Residential (NR)

'To provide for new residential development, associated residential services and community services'. The purpose of this zoning is to provide for new residential development within the existing built-up footprint of the settlement.

Town Centre (TC)

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

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

Community and Education (CE)

'To protect and provide for community, educational and ecclesiastical facilities'.

The purpose of this zoning is to protect and improve existing community, educational and institutional facilities and to ensure their future provision. Residential uses will not normally be permitted, however this zoning does allow the following to be open for consideration - the development of accommodation for older people (e.g. nursing homes, retirement villages and sheltered accommodation) and the development of accommodation for people with disabilities (e.g. sheltered accommodation and residential care units) where it will be a community, approved voluntary body or public owned nursing home/sheltered accommodation.

Open Space and Amenity (OSA)

'To protect and provide for recreation, open space and amenity areas'.

The objective of this zoning is to retain and protect all existing open spaces, both passive and active and to facilitate the provision of additional open space and amenity areas. Development that would result in a loss of established open space or lands zoned for open space and amenity will not normally be permitted. An exception may be made to this restriction where compensatory provision is made elsewhere in

the town at an appropriate location.

Commercial (C)

‘To provide for a mix of commercial uses’

The purpose of this zoning is to provide for a range of commercial and other uses. It will allow for a mix of business and employment related uses including offices, light industry and warehousing. These lands are located along the N80. The Council will work with local business owners to improve the visual amenities of this area through a number of ways including the rationalisation of signage, improved roadside boundary treatments, tree planting and landscaping. This will improve both the business environment and the approach road into the town.

Industrial (I)

‘To provide for industry and employment’

This land, which is accessed from the N80, provides for the needs of industry and it is envisaged that manufacturing premises, ancillary warehousing and logistics may locate here. It will be necessary to provide for appropriate buffer zones between the lands and adjoining residential properties as part of any future development proposal.

1.5.2 Land Use Zoning Matrix

The land use zoning matrix is intended as a general guideline in assessing the acceptability or otherwise of developments proposed in each zone. This matrix is a guideline and the listed uses are not exhaustive. The indication that a use would be ‘permitted in principle’ or ‘open to consideration’ relates to the acceptability in principle of the use only. Factors such as density, height, traffic generation, environmental factors and design criteria are also of importance in establishing whether or not a development proposal conforms to the proper planning and sustainable development of an area (guidelines and standards on these matters are set out elsewhere in Volume 1 Written Statement and Volume 2 Development Management Manual).

P = Permitted in Principle

A use which is 'Permitted in Principle' is generally acceptable subject to complying with the relevant policies, objectives, standards and requirements set out in the LAP and the CDP.

O = Open for Consideration

An 'Open for Consideration' use is one which the Council may permit where it is satisfied that the suggested form of development will be compatible with the policies and objectives for the zone, will not conflict with the permitted uses and conforms with the proper planning and sustainable development of the area. Particular attention will be given to the nature and scale of the development when assessing compatibility. When considering whether any given development is appropriate in any zone, the Planning Authority will have regard to the objectives of the CDP.

N= Not Permitted

Development listed as 'Not Permitted' in a particular zone will not be permitted for one or more of the following reasons: (i) it may have an undesirable effect on existing and permitted uses, (ii) it may be incompatible with the objectives for the settlement or (iii) it may be inconsistent with the proper planning and sustainable development of the area.

Change of Use and Extensions of Existing Buildings

Change of use and extensions to existing buildings will generally be required to be consistent with the zoning matrix. Exceptions to uses not normally permissible in the zoning matrix will be considered where:

- a) the Planning Authority is satisfied that the use or extension would not conflict with the land use zoning
- b) the use or extension would not negatively impact on the amenity of the area
- c) the use or extension would not give rise to additional planning considerations above those for the existing/previous use.

Land Use Matrix

N Not Permitted, O Open for Consideration, P Permitted in Principle

Uses	ER ¹	NR	TC ¹	CE	OSA ¹	I ¹	C ¹
Agricultural Merchants	N	N	O ¹	N	N	N	O ¹
Allotments	O ¹	O	N	O	O ¹	N	N
Financial institutions/ facilities	N	N	P ¹	N	N	N	N
Betting office	N	N	O ¹	N	N	N	N
Car park	O ^{1,2}	O ³	P ¹	O ²	O ^{1,2}	O ¹	O ¹
Childcare facilities crèche/nursery	O ¹	O ³	P ¹	P	N	O ¹	O ¹
Civic amenity/ recycling centre	O ¹	N	P ¹	O	O ¹	P ¹	O ¹
Civic buildings	O ¹	O ³	P ¹	P	O ^{1,2}	O ¹	O ¹
Culture, recreation & leisure	O ¹	O ³	P ¹	P	O ^{1,2}	N	O ¹
Education	O ¹	N	P ¹	P	N	O ¹	O ^{1,3}
Enterprise centre	N	N	P ¹	O	N	O ¹	P ¹
Garden centre	N	N	O ¹	N	N	N	O ¹
Industry (general)	N	N	N	N	N	O ¹	O ¹
Industry (light)	N	N	N	N	N	P ¹	O ¹
Hotel	N	N	P ¹	N	N	N	N
Hostel	N	N	P ¹	N	N	N	N
Medical and related consultants	O ¹	O ³	P ¹	O	N	N	O ¹
Motor sales showroom	N	N	N	N	N	N	O ¹
Nightclub	N	N	O ¹	N	N	N	N
Office	O ¹	N	P ¹	N	N	O ¹	P ¹
Petrol station	N	N	O ¹	N	N	N	O ¹

Uses	ER ¹	NR	TC ¹	CE	OSA ¹	I ¹	C ¹
Place of worship	O ¹	N	P ¹	P	N	N	N
Public house	N	N	P	N	N	N	N
Public utilities	O ¹	O ³	O ¹	O	O ^{1,2}	O ¹	O ¹
Residential	P ¹	P	P ¹	O ⁴	N	N	N
Restaurant	N	N	P ¹	O ⁶	N	N	O ¹
Retail (convenience)	O ^{1,5}	N	P ¹	N	N	N	O ⁵
Retail (comparison)	N	N	O ^{1,5}	N	N	N	O ⁵
Retail warehousing bulky goods	N	N	O ^{1,5}	N	N	N	O ⁵
Storage/transport depot	N	N	N	N	N	P ¹	O ¹
Service garage	N	N	O ¹	N	N	O ¹	O ¹
Take-away	N	N	O ¹	N	N	N	N
Warehousing	N	N	N	N	N	P ¹	O ¹
Waste management facilities ⁷	N	N	N	N	N	O ¹	N

Footnotes:

P¹/O¹ Due to identified flood risk, all future development on 'Existing Residential' lands, 'Town Centre' lands, 'Commercial' 'Industry' and 'Open Space and Amenity' lands along the N80 and in the vicinity of the River Slaney and River Clody will be strictly controlled and must comply fully with the requirements of the Flood Risk Management Guidelines for Planning Authorities (DEHLG and OPW, 2009), the County Strategic Flood Risk Assessment contained in Volume 11 of the CDP and Chapter 9 Infrastructure Strategy of Volume 1 Written Statement.

O² A car park will be considered where it is ancillary to the main use.

- O³ This use will only be considered when ancillary to the main residential use on these lands.
- O⁴ Only nursing home/retirement/residential care/sheltered housing type developments will be open for consideration on these lands. It must be a community, publicly owned or developed by an Approved Housing Body.
- O⁵ Subject to compliance with the County Retail Strategy (Volume 8 Retail Strategy of the CDP).
- O⁶ To serve the needs of uses in the zone.
- ⁷ Waste management facilities include waste transfer stations, material recovery facilities, waste recovery facilities, waste to energy and authorised treatment facilities for end-of-life vehicles

1.6 Bunclody Infrastructure Assessment Report⁵

1.6.1 Introduction

This Infrastructural Assessment Report (IAR) has been prepared to inform and accompany the zoning proposals for Bunclody in the Wexford County Development Plan 2022-2028.

The requirement to prepare an IAR is established in the National Planning Framework (NPF), specifically objectives 72a, 72b and 72c with more detailed information within Appendix 3 of the NPF. The overall purpose of the IAR is to make an assessment as to whether the right infrastructural services are available to facilitate the development of zoned land and, if not, to set out if and when infrastructural services deficiencies will be addressed. The NPF proposes that a tiered approach to categorise lands proposed to be zoned is undertaken, the status of each site being determined by the availability of infrastructural services to service that land. The tiered system is summarised as follows:

Tier 1 Serviced Zoned Lands

Lands which can connect easily to existing infrastructural services in which there is capacity to cater for additional demands placed upon it by development. These lands will generally be located within or immediately contiguous to existing developed lands.

Tier 2 Serviceable Zoned Lands

Lands which are not currently sufficiently serviced but which have the potential to be fully serviced during the life of the Plan. For such lands the IAR should identify if the services can be delivered within the Plan period, the cost of the services (if possible) and the inclusion of the provision of the services in the relevant delivery agency infrastructure investment programme (e.g., Irish Water or Wexford County Council).

Tier 2 lands will also generally be located within or immediately contiguous to existing developed lands.

Appendix 3 of the NPF also implies that there is a further category of zoned land, Tier 3, for land which may not be able to be adequately serviced during the Plan period.

⁵ Note - the map numbering in the IAR continues the map numbering in the Bunclody Town Settlement Plan. Accordingly, the first map number in the IAR will read as Map 5 and will continue from there.

The NPF refers to the future provision of Government Guidelines to local authorities in the preparation of IARs but these Guidelines had not been issued at the time of writing this IAR.

1.6.2 Infrastructural Services

As identified in the NPF, the Infrastructural Services to be assessed in this IAR are roads access, footpath access, street lighting, foul sewer drainage, water supply and surface water drainage.

In the absence of detailed Government Guidance on IAR, Wexford County Council considers that the following minimum standards for infrastructure services should be met to achieve Tier 1 status:

Roads access

The existing road(s) to which the site has frontage should have a minimum carriageway width of 5.5m and the road frontage(s) should have space for a safe access point (having regard to existing speed limits, proximity to junctions etc). If the carriageway width is currently less than this minimum, but the minimum could be achieved through development of the land itself (i.e. by setting back an existing road frontage) then this would be acceptable for Tier 1 status.

Unless the road surface is currently dangerous, then the condition of the road surface is not taken into account.

The road should be capable of safe and convenient use by cyclists.

Footpath Access

There should be an existing footpath on the road from which access can be taken, extending to the frontage of the site and that footpath should form part of the established settlement footpath network to link the site with shops, schools, medical facilities etc. If the footpath is on the opposite side of the road to the site frontage, then consideration shall be given to the speed limit on the road in question, its traffic levels and whether safe pedestrian access can be achieved in the development of the land. The cost of providing a suitably constructed footpath is approximately €100/m (excluding land).

Street Lighting

The road from which pedestrian and vehicular access would be sought should have street lighting extending to the road frontage(s) of the site from where access could be achieved. The street lighting should extend to that of the established settlement. The cost of providing street lighting (in addition to footpath costs) is approximately €30/metre.

Wastewater

It should be possible to directly connect the site to the existing foul drainage network at the frontage(s) and there should be sufficient capacity in that pipe. If additional pumping and/or upgraded piping is required off site to facilitate foul sewer drainage and/or if the relevant pumping station requires upgrades, then the site would have Tier 2 status.

The costs of possible upgrades to piping and pumping stations is difficult to quantify at this stage but such works have in the past been funded, to a substantial degree, by the developer of the land benefiting from the upgrade.

Irish Water were not able to provide detailed site-specific information for this IAR. The assessment of wastewater infrastructure contained in this document is therefore based upon Wexford County Council's best understanding of the current situation.

Water Supply

It should be possible to directly connect the site to the existing water supply network and there should be sufficient capacity in that pipe(s). If additional pumping and/or upgraded piping is required off site to facilitate water supply to the development then the site would have Tier 2 status. The costs of possible upgrades to piping is difficult to quantify at this stage but such works have in the past been funded, to a substantial degree, by the developer of the land benefiting from the upgrade.

Irish Water were not able to provide detailed site-specific information for this IAR. The assessment of water supply infrastructure contained in this document is therefore based upon Wexford County Council's best understanding of the current situation.

Surface Water Drainage

Surface water management should be possible within the site and it should be possible to directly connect the site to the existing surface water network at the frontage(s). If additional infrastructure is required off site to facilitate surface water drainage, then the site would have Tier 2 status. The costs of possible upgrades are difficult to quantify at this stage.

1.6.3 Existing Infrastructure in Bunclody Town

Roads, Pavements, Street Lighting

Within new developments, roads, pavements and street lighting infrastructure would be expected to comply with the principles, approaches and standards of the Design Manual for Urban Roads and Streets. However, as with many settlements which have developed on an incremental basis over a number of years, much of the existing road and pavement infrastructure in Bunclody would not meet these current standards. Improvements to existing infrastructure are identified as objectives in the Draft Bunclody Town Settlement Plan but for the purposes of this IAR such deficiencies are not used to 'mark down' each site which is being assessed. The assessment is based upon whether existing roads, pavements and lighting extend to the frontage of the site, rather than an assessment of whether that infrastructure meets modern standards.

Bunclody Water Supply Scheme

The town's water supply is currently provided from existing groundwater sources to the west of the town. These feed the Water treatment works at Carrickduff from where it is distributed to the town. The water supply serves a wide area, including the villages of Kilmyshall and Clohamon. Currently there is insufficient capacity to serve the full population allocation for the settlement, however a project is progressing to increase capacity and it is anticipated will be completed within the lifetime of the Plan.

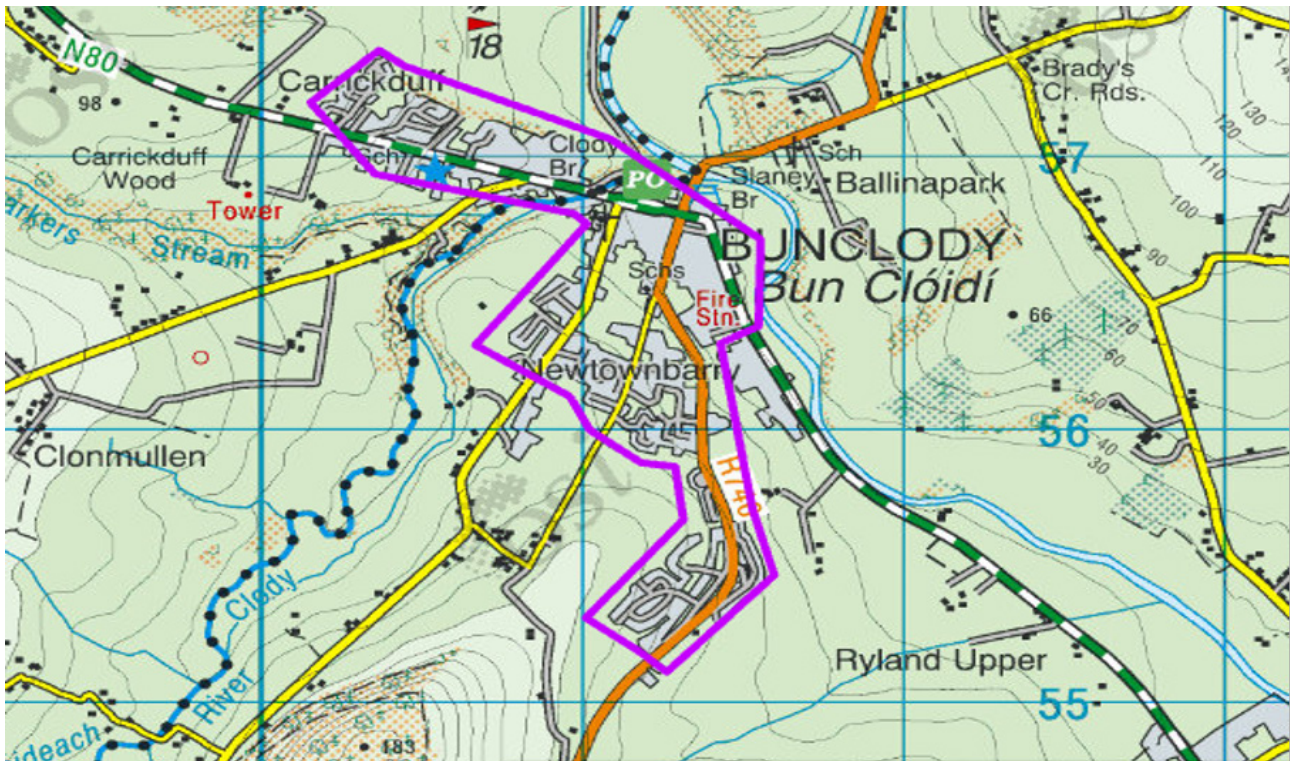
Map 3 gives an approximate indication of the areas in and around the town served by the water supply network.

Map 3 Areas Served by the Existing Public Water Network

Bunclody Waste Water Treatment

Bunclody is served by the existing wastewater treatment plant located on the N80 to the southwest of the town. This treatment plant has a capacity of 6,500 p.e. It currently has a remaining capacity of 3,800 p.e. according to the Irish Water Capacity Study, April 2020. Map 4 gives an approximate indication of the areas served by the existing waste water network.

Map 4 Areas Served by the Existing Public Waste Water Network



Surface Water

The surface water network around Bunclody is comprised of Wexford County Council managed pipes and discharges and more informal site specific arrangements.

1.6.4 Specific Land/ Sites considered as part of the IAR

The detailed assessment within this IAR is confined to land which is being considered for zoning for new Residential use or Town Centre use (See Map 5). This included land on which submissions were made during the public consultation on the Draft Plan. This also includes lands zoned for Town Centre use which could have a residential component. All of the sites are considered to be within or contingent to the existing built up settlement. It should be noted that the maps used in this IAR are approximate only, to give an indication of the size and shape of the lands concerned. They should not be read as showing site ownership boundaries.

Map 5 Sites Considered in the Infrastructural Assessment Report



Map 6 Site 1



Land within and around the existing town centre, including land which is currently undeveloped, mostly rear gardens on its southern side. The land has a variety of potential residential and commercial uses commensurate with its town centre location. Further residential development would be acceptable in principle on these lands.

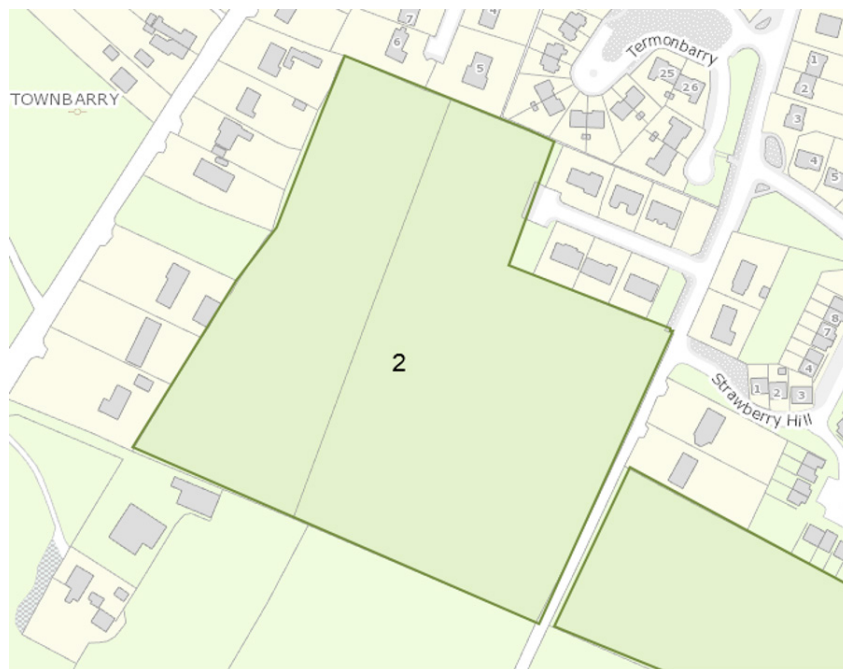
There is no footpath currently on the eastern side of Church Street extending south from the town centre but there is a footpath on the western side. The speed limit is 50kph on this road and the Bunclody Town Settlement Plan contains an objective to improve footpath provision on this road. There is street lighting on this road.

Church Street is wide enough to cater for traffic associated with new development and safe access points can be provided. There are also gaps in footpath provision on the eastern and western side of Irish Street, in front of existing development, and the Plan also contains an objective to improve footpath provision on this road. There is street lighting on this road.

There are existing water and wastewater pipes and surface water arrangements in the roads to which this site has frontages.

This site is considered to have Tier 1 status.

Map 7 Site 2



Undeveloped land located at the southern edge of the existing built-up area. Adjoined by residential development to the north, east and west with road frontage to the L-6164 (Hospital Hill) on the east, where there is a 50 km/h speed limit. Land to the south is undeveloped.

Water supply and sewer pipes currently extend to, or are very close to, the frontage of the site, on its north eastern edge.

There is an existing footpath and street lighting on the L-6164 extending to the northern edge of the site. The L-6164 narrows significantly on the site frontage but a redevelopment of the site could relatively easily achieve a safe vehicular access setback to the site frontage or alternatively allow for a cycle path within the development retaining the hedgerow (See Road Profiles in Development Management Manual – Country Road).

The CDP Settlement Plan for Bunclody contains an objective to provide a new link through the site to the L2005 to the west of the site.

Existing surface water management arrangements on the L6164 could be utilised with a development specific surface water management design.

This site is considered to have Tier 1 status.

Map 8 Site 3



Undeveloped land with frontage to the R746, which has a 60 km/h speed limit at this point. The land is bounded by undeveloped land to the south and east, with residential development to the north and on the opposite side of the R746 to the west.

It would be possible to form a safe vehicular access from the R746.

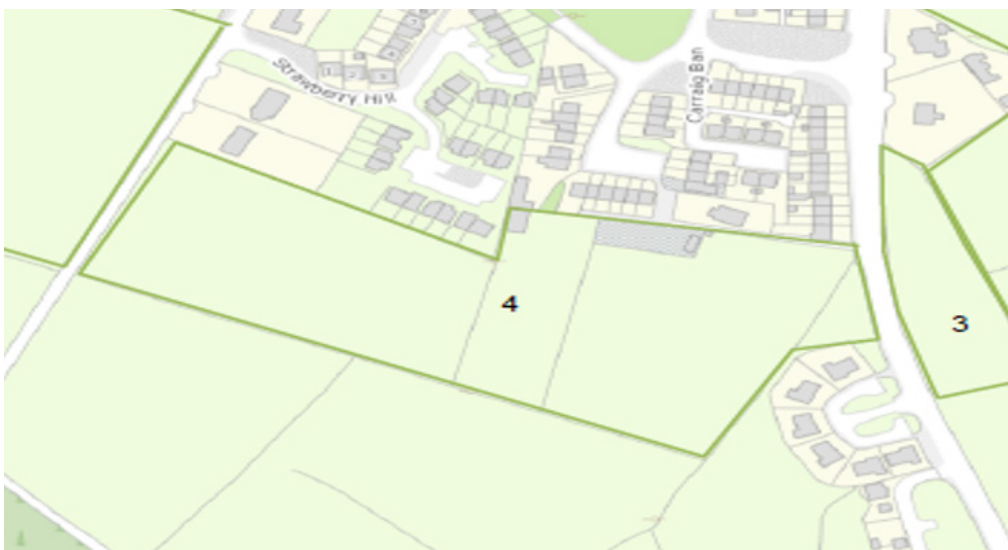
There are water supply and sewer pipes on the R746 to which a development of this site could connect to, subject to any upgrades as may be necessary to those pipes.

There is currently no public footpath to the frontage of the site, the closest path being approximately 75m to the north. There is a footpath on the opposite side of the R746, however, notwithstanding its 60 kmh speed limit, this is a regional road with regional road traffic levels and footpath connections to the site frontage would need to be made prior to first occupation of a development. There would be space to construct a footpath on the site frontage without adversely impacting on the road. There is existing street lighting on the opposite side of this road. The cost of 75m of footpath would be approximately €7,500. The Settlement Plan proposes a new link between the R746 and the N80 across the southern edge of this site from which access could also be taken.

Existing surface water management arrangements on the R746 could be utilised with a development specific surface water management design.

This site is considered to have Tier 2 status.

Map 9 Site 4



Undeveloped land located at the southern edge of the existing built up area. Adjoined by residential development to the north and south east with road frontage to the L-6164 (with a 50 km/h limit) and R746 (with a 60 km/h limit). Land to the south is undeveloped.

It should be possible to form a safe vehicular access to the site from the L6164 and from the R746.

There are water supply and sewer pipes on the R746 to which a development on this site could connect to subject to any upgrades as may be necessary to those pipes. There are no water and sewer pipes on the L6164 Hospital Hill on the western frontage of this site.

There is currently no footpath or street lighting on the western Hospital Hill frontage of the site on the L-6164 which would have to be addressed prior to or in tandem with the development of this site. The cost of providing a footpath of approximately 100m in length would be approximately €10000. There is an existing footpath and street lighting on the R746 frontage.

Existing surface water management arrangements on the R746 and L6164 could be utilised with a development specific surface water management design. The Settlement Plan proposes a new link between the R746 and the L6164 across the site.

This site is considered to have Tier 2 status.

Map 10 Site 5



Undeveloped land adjoining the eastern edge of Site 3. The site would need to be developed at the same time as, or accessed via, site 3 and/or a new link, and therefore a similar infrastructure assessment applies.

The site is considered to have Tier 2 status.

Map 11 Site 6



Undeveloped land with a frontage to the R746. A 60km/h speed limit applies at the frontage. The site frontage would be capable of accommodating a safe vehicular access.

There is an existing footpath with street lighting on the frontage of the site. A development could connect to existing water supply and sewer pipes on the R746 subject to any upgrades as may be necessary to those pipes.

Existing surface water management arrangements on the R746 could be utilised with a development specific surface water management design.

The site is considered to have Tier 1 status.

Map 12 Site 7



Undeveloped land with frontage to the N80 with a 50 km/h speed limit.

The site frontage would be capable of accommodating a safe vehicular access. There is no footpath currently on this side of the N80 and the cost providing approximately 40m of footpath to the north to link with the existing would be approximately €4000. There is a footpath with street lighting on the opposite side of the N80.

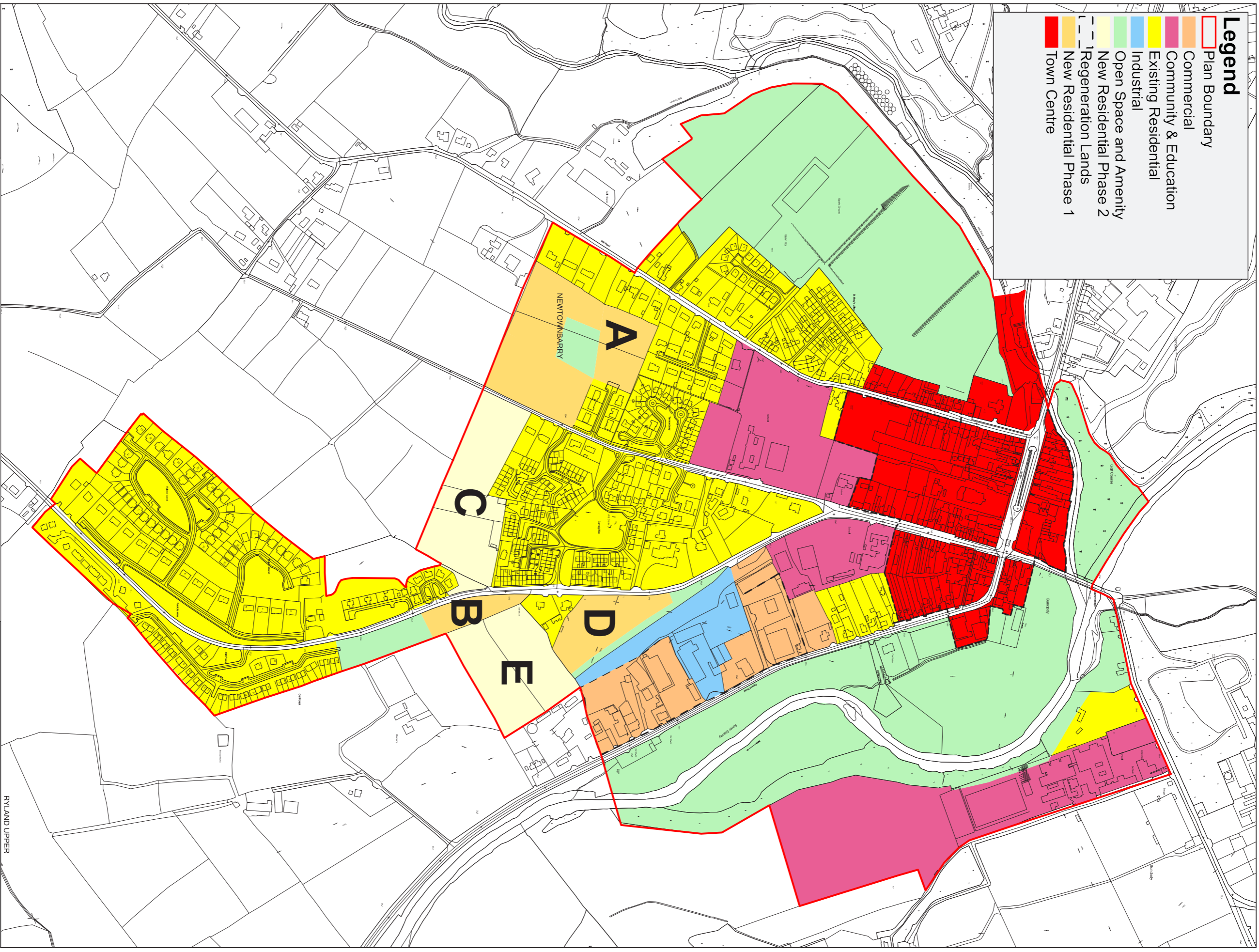
A development could connect to existing water supply and sewer pipes on the N80 subject to any upgrades as may be necessary to those pipes.

Existing surface water management arrangements on the N80 could be utilised with a development specific surface water management design.

This site is considered to have Tier 2 status.

SECTION 1

Maps



Bunclody Town Settlement Plan

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Title: Land Use Zoning





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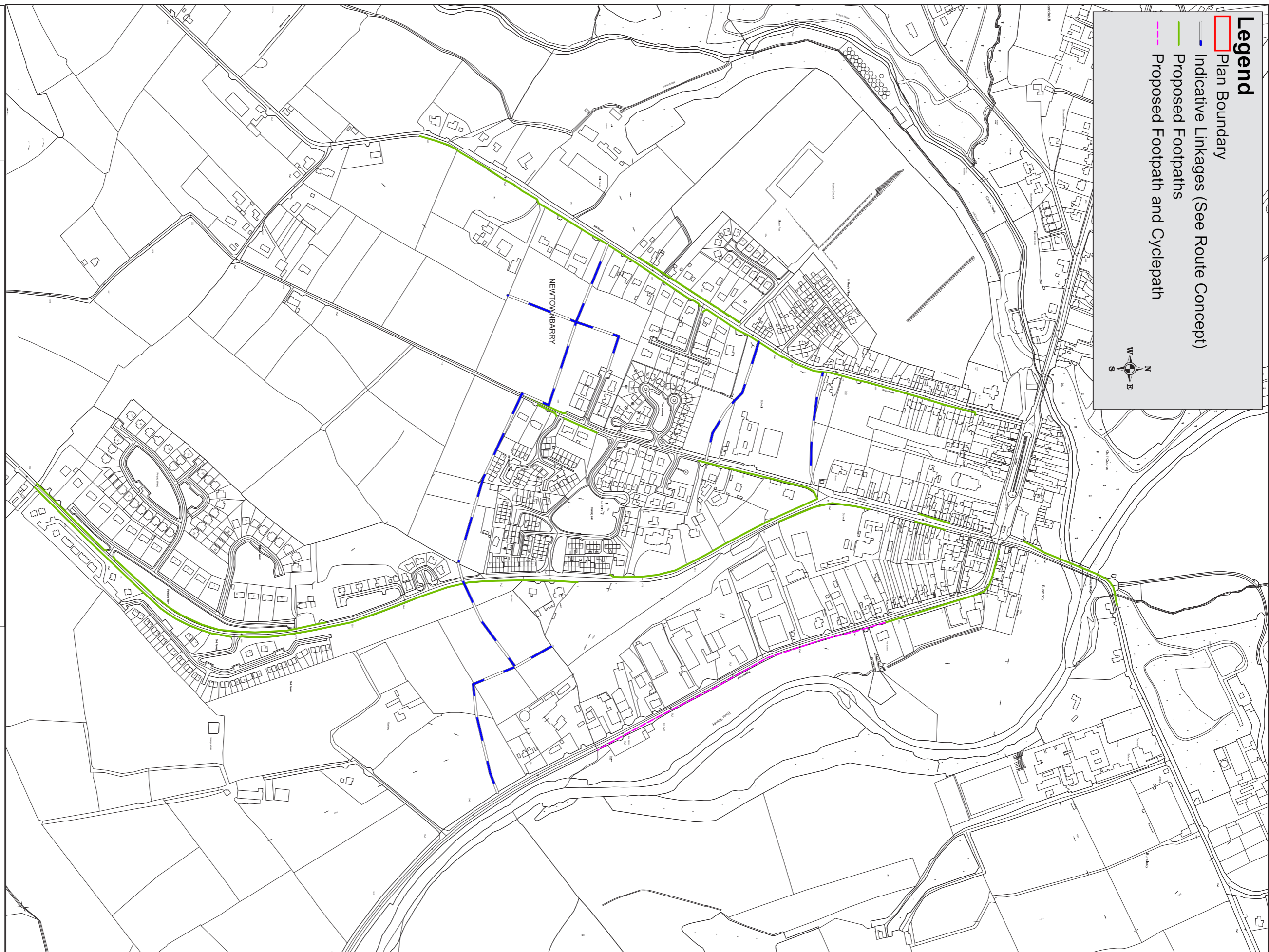
Checked by: PD

Date: 13.06.2022

Map No. 1

Legend

-  Plan Boundary
-  Indicative Linkages (See Route Concept)
-  Proposed Footpaths
-  Proposed Footpath and Cyclepath

Bunclody Town Settlement Plan

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Title: Objectives

Drawn by: NK

Date: 13.06.2022

Checked by: PD

Map No: 2

SECTION 2

Rosslare Harbour and Kilrane Settlement Plan



2.1 Historical Development

2.1.1 Kilrane

The older of the two settlements, historical maps from 1840 show a small group of buildings at Kilrane, including a school and a church, while maps from 1888-1913 show the addition of a post office and a forge. The settlement, which is now located on the N25, originally developed as a small settlement node. The primary school is located in Kilrane, along with two public houses and a small shop.

2.1.2 Rosslare Harbour

Following the completion of the railway line from Wexford to Rosslare Harbour in 1882 and the agreement in 1894 to allow passengers to dock at the harbour, a new settlement developed to accommodate the many employees of the expanding port. The village consisted of a social club, shop, handball alley, water reservoir, dormitory for overnighting locomotive crews, a water tower and other facilities. A new road, St Martin's Road was constructed from Kilrane railway station through the new village. With the advent of the car ferries in the 1960s, this road was later extended to provide vehicular access to the pier.

2.2 Urban Structure and Character

While the plan area is comprised of two distinct places-Rosslare Harbour and Kilrane, they are mutually reliant on each other.

The settlement of Rosslare Harbour has a coarse/loose urban grain characterised by a low density, organic settlement pattern rather than a planned form. There are a mix of building types and plots of various widths, heights, sizes and configurations. The older part of the settlement is located along the cliff-top with a row of buildings addressing the sea with road access provided from the south. There is a walkway to the front of these buildings which provides a lovely local amenity and enjoys beautiful views across the sea. The provision of street furniture, including seating, has added to the attractiveness of this walkway for residents and visitors. The 'Great Southern Hotel', which has recently been demolished, formed a significant landmark in this

area. There are a number of laneways which provide access to the cliff-top from St Martin's Road. There are also 'railway houses' to the south of St Martin's Road, arranged around the Railway Club and the Memorial Park.

The newest part of Rosslare Harbour developed to the southwest of the port. It is defined by a small number of mixed use developments arranged around a staggered crossroads on the N25. This area is home to a variety of uses including a Supervalu supermarket, pharmacy, café, fuel filling station, Church and bank.

Development has taken place in a somewhat uncoordinated manner so urban design opportunities have been missed in Rosslare Harbour, and this has contributed to a weak structure and sense of enclosure. The volume of HGV and car movements through the area also contributes to a poor sense of place, and contributes to a conflicted environment for the local residents.

In Kilrane the buildings are traditional in form and character and have a tighter urban grain. Significant suburban type residential development occurred to the south and east of the village during the 1990s and 2000s. These are cul-de-sac type developments characterised by semi-detached and detached dwellings.

2.3 Profile

2.3.1 Settlement Hierarchy

Rosslare Harbour and Kilrane is designated as a Level 3(a) Service Settlement in the Core Strategy Settlement Hierarchy. Level 3(a) settlements are important service settlements for their local communities and their wider rural hinterlands. Some of these settlements are important contributors to economic activity in the county including Rosslare Harbour and Kilrane which is home to Rosslare Europort. The settlement performs important functions including retail, commercial, education, residential, service and amenity functions. The Development Approach for these settlements is set out in the Core Strategy in Chapter 3 of Volume 1 Written Statement and is summarised here in Section 2.4.2.

2.3.2 Regional Status

Rosslare Europort is a key component of the economic and transport strategy that forms part of the RSES. The Europort forms part of a newly extended Eastern Economic Corridor (EEC) which extends from Belfast to Dublin to Rosslare Europort and includes the national road and rail links along the corridor and the settlements of Gorey, Enniscorthy, Wexford Town and Rosslare Harbour and Kilrane. This corridor is an important economic and transport opportunity, particularly in the post Brexit scenario. It also offers extended strategic connections throughout the island of Ireland through links with the TEN-T network⁶.

RPO 42 in the RSES supports the development of the EEC, strengthening economic links with the South-East by extending to Rosslare Europort, strengthening public transport connectivity and optimising the potential for rail freight.

The Europort is currently designated as a Tier 2 Port under National Ports Policy. The RSES supports the achievement of Tier 1 Status for the Europort with a supporting objective (RPO 142). This objective seeks to strengthen investment to deliver actions under National Port Policy and investment in sustainable infrastructure projects that:

- Strengthen and develop the strategic international, national and regional economic role of Tier 1 and Tier 2 ports and support the strategic role of the ports and harbour assets under the National Marine Planning Framework,
- Support the export, fisheries, marine tourism and marine economy potential of the ports and support investment in the transition to smart technologies of ports and harbours.

The RSES further highlights the reciprocal relationship between the Key Town of Wexford Town and the Europort. *The strategic location of Wexford Town in relation to the Europort is significant in the context of the EEC. The development of the Europort and access routes to the port will be of national strategic importance for the State, particularly post-Brexit.* RPO 16 seeks to strengthen the role of Wexford Town as a strategic location, a self-sustaining regional economic driver and to leverage its strategic location and accessibility to Rosslare Europort. It also supports the development of industrial, commercial infrastructure and residential development in Wexford Town to support the port function at Rosslare Europort.

⁶ The EU TEN-T network comprises roads, railway lines, inland waterways, inland and maritime ports, airports and rail-road terminals throughout the Member States. The Network aims to achieve efficient, safe and seamless transport chains for passengers and freight.

The development of road and rail links to Rosslare Europort is also seen as important enabler for the Key Towns of Carlow and Kilkenny, and the Waterford MASP.

2.3.3 Population

In 2016, 21% of the population were aged 65 and over. This is significantly higher than the county average of 14.7%. It can be attributed to the popularity of the area as a retirement location. The population amongst the remaining age cohorts are below the county's averages.

2.3.4 Employment

Employment in Rosslare Harbour and Kilrane is dominated by the port-related, transport and logistics sectors. Local services including retail, bank, food and hospitality uses also provide local employment.

2.3.5 Existing Land Uses

There are a variety of land uses in the area. The village centre area in Rosslare Harbour is characterised by retail, hotel, leisure and residential uses. Transport and logistics companies are present with NVD car distribution centre and Roches Freight both located in Rosslare Harbour. Perennial Freight is currently located in Kilrane Enterprise Park, but has secured planning permission to relocate to Ballygerry in Rosslare Harbour. Other uses in the Enterprise Park include AES Waste Transfer Station and Castle Design Timber Ltd. Much of the remaining area of the two settlements is occupied by residential, community and education and open space uses.

2.3.6 Education

The local primary school is located in Kilrane. It had an enrolment of 329 pupils for the 2019/2020 school year. The school has been extended in recent years and has sufficient lands available to facilitate future extensions, if required.

There is no post primary school in the settlement and the Department of Education and Skills has not identified a need for one. Post primary education for local students is provided for in Bridgetown (c. 18km) and Wexford Town (c. 21km).

2.3.7 Infrastructure

There is a public wastewater treatment plant serving Rosslare Harbour and Kilrane. It has a capacity of 9,383 P.E. As of April 2020 the available headroom was 6,885 P.E which affords significant scope to develop its strategic economic role and fulfil its role in the Settlement Hierarchy.

The area is also served by public water from the Fardystown Regional Water Supply Scheme, and as of April 2020 it has capacity to accommodate new development.

2.3.8 Vacancy and Under-utilised Land

There are a number of vacant and/or under-utilised sites. This is prevalent in the Rosslare Harbour village centre area, in particular, the sites of the former Tuskar House Hotel and the Great Southern Hotel. The lands previously occupied by a large vehicle distribution centre on the N25 are currently used as the Border Inspection Post site for the Rosslare Europort. These lands which are owned by the OPW, and which extend to c. 7.3ha, offer significant development potential, albeit a section of the land is subject to flood risk.

2.3.9 Built and Natural Heritage

There are five protected structures in the plan area:

- WCC0513 St Ruane's Church, Kilrane
- WCC0895 Farm House, Ballygillane Little, Rosslare Harbour
- WCC1380 Lighthouse Keepers' House, Cliff Road, Rosslare Harbour
- WCC1381 Coastguard Station, Cliff Road, Rosslare Harbour
- WCC1382 Thatched house, Churchtown, Kilrane

There are two recorded monuments in the settlement plan area:

- WX048-016 Church Churchtown
- WX048-017 Castle Site Ballygerry

There are also newly identified archaeological sites which are scheduled for inclusion on the next Record of Monuments and Places. These are:

- WX048-017 17th century house, Ballygerry
- WX048-018 Windmill, Ballygerry
- WX048-154001 Ring ditch, Churchtown
- WX048-154002 Ring ditch, Churchtown
- WX048-154003 Ring ditch, Churchtown
- WX048-155 Excavation, Ballygerry
- WX048-156 Ring-ditch, Ballyaddragh
- WX048-016001 Church, Churchtown
- WX048-016002 Graveyard, Churchtown

The following designated sites (SACs and SPAs) are within 15km of the plan area:

- Site Code 002269 Carnsore Point SAC
- Site Code 000712 Wexford Slobbs and Harbour SAC
- Site Code 004076 Wexford Slobbs and Harbour SPA
- Site Code 002161 Long Bank SAC
- Site Code 000704 Lady's Island SAC
- Site Code 004009 Lady's Island SPA
- Site Code 004019 Raven SPA
- Site Code 000781 Slaney River Valley SAC

Proposed Natural Heritage Areas in the area include

- Site Code 000782 St. Helen's Burrow, pNHA
- Site Code 000712 Wexford Slobbs and Harbour pNHA

2.4 Development Strategy

2.4.1 Strategic Aim

"To create and sustain a vibrant settlement with a strong sense of place, an attractive public realm, a mix of uses and a high quality residential environment while maximising to the fullest potential the role of Rosslare Europort as a strategic national port to develop both port-related and other economic development and employment in the settlement and the county".

2.4.2 Core Strategy Development Approach

As outlined in Section 2.3.1 Rosslare Harbour and Kilrane is designated as a Level 3(a) Settlement in the Core Strategy. The development approach for these settlements, which is set out in the Core Strategy, is summarised here:

- Focus on moderate population growth.
- Apply the sequential approach to the development of land, requiring residential development to take place within the existing footprint of the settlements. The leap frogging of infill/brownfield lands to undeveloped or greenfield lands will not be considered.
- Promote economic and enterprise development appropriate in scale to the settlements.
- Focus on the regeneration and renewal of these settlements.
- Ensure that new development contributes to the creation of attractive, liveable, well-designed, high quality settlements and that local communities enjoy a high quality of life and well-being.
- Support community organisations who are working to develop community facilities and promote and facilitate initiatives in the public realm.
- Protect and enhance amenities, heritage, green infrastructure and biodiversity in these settlements.

Having regard to the important economic and strategic role of Rosslare Harbour it has been allocated a 40% population growth for the period 2016-2040.

2.4.3 Settlement Structure and Development:

The plan aims to develop a strong and coherent settlement structure. This will be implemented through a Place concept, Route concept and Landscape concept which will enhance the existing structure.

2.4.3.1 Place Concept

There are a number of distinct 'places' in the combined settlement. These can be enhanced by design and intervention. The key elements are:

- Rosslare Harbour village settlement centre.
- Kilrane village settlement centre.
- The Europort.
- The commercial lands which will facilitate the economic development of the port.

The proposals for the **Place Concept** are as follows (see Figure RHK-1):

Rosslare Harbour and Kilrane Settlements

- To consolidate the settlement centres as the focus for retail and services development.
- To improve the 'place' quality of these centres. The quality of architecture in these locations will be required to be high to create a sense of arrival to Ireland for people disembarking from the boat.
- To improve the public realm in these centres.
- To ensure development along Cliff Road provides a positive and strong aspect when viewed from the sea, and in this regard frontage should be provided on both the Cliff Road and St. Martin's Road. Development should not back onto the coastal path (or any open space).
- To improve the legibility and strength of the edges in these centres to create a sense of enclosure in accordance with the urban design strategy below and Volume 1 Chapter 5 Design and Place-making in Towns and Villages.

The Europort:

To ensure that future development at the port:

- Results in an attractive place with an attractive public realm and where possible to ensure that the buildings are used to define the spaces.
- Uses its location beside the sea to take advantage of views for people waiting for the boat and other visitors to the port.
- Creates a high quality experience for people arriving in the country.
- Is accompanied by a public realm and landscape plan.
- Is cognisant of the natural heritage of the area.

The Commercial lands

- Require development to positively address the routes they front on to.
- Ensure, as far as possible, that storage, plant and equipment associated with port operations and associated fencing are located to the rear of the buildings/away from road frontages, preferably backing on to the rear of other commercial properties.
- Where buildings will not front onto the street to require a strong edge to be provided with street trees and ensure that these trees are consistent amongst developments.

Figure RHK-1 Place Concept and Landscape Concept



2.4.3.2 Route Concept

The existing route structure has a distinctive hierarchy:

- The **Arterial route** (spine) is the N25 which forms the main street/road from Kilrane through Rosslare Harbour and ending at Rosslare Europort.
- **Link** routes are the roads which link to the Arterial roads.
- **Local routes** are the routes which provide access within communities and to link Arterial and Link routes. These are roads and streets, and can serve individual developments, lanes and alleys e.g. St Martin's Road, Cliff Road, Cawdor Street and Ballygillane Lane.
- **Country routes** are the routes which connect Kilrane to the south and to the east to St. Helen's.

Severance is created in the settlement due to the main port access road running through the village centre. The existing route structure lacks permeability due to the number of housing estates which were developed individually and are comprised largely of cul-de-sacs. This is compounded by a lack of footpaths at key locations throughout the area. These factors have combined to result in a car-dominant environment.

The proposals for the **Route concept** are to:

- Ensure that the routes are designed in accordance with their designated status of Arterial, Link and Local (see Figure RHK-2, Section 5.9 of Volume 1 Chapter 5 Design and Place-making in Towns and Villages and Section 6 of Volume 2 Development Management Manual. Having regard to the prevailing building heights in the villages the buildings heights indicated for the route types in Volumes 1 and 2 will have to be moderated.
- Ensure that development along the route reflects the 'movement' function of the route and the 'place' function of the various 'places' through which it passes.
- Development in the settlement centres will require a higher quality treatment than where it passes through an industrial area.
- Ensure the route links identified in Section 2.4.9, Objective RHK27 and on Map 4 Objectives and Figure RHK-2 are delivered.

- Make retrospective links within the community in consultation with the residents of the settlement.
- Ensure that access is provided to backlands and that no development will prevent an opportunity to make a required link.

Figure RHK-2 Route Concept



2.4.3.3 Landscape Concept

The main recreation and open space areas are located in Rosslare Harbour. A Memorial Park is located adjacent to the Railway Social Club on St Martin's Road. The beautiful 'Kirwan's Garden' is located to the southeast between La Rochelle and Tuskmarmore Avenue housing developments. The garden is now maintained by the Rosslare Harbour/Kilrane Environment Group in collaboration with Tús, Solas and

Kilrane/Rosslare Harbour Men’s Shed. It is a haven for biodiversity and makes a significant contribution to the area’s green infrastructure network. It also occupies 2 acres of land previously used as the local ‘dump’, and which closed in the late 1960s.



There is an established Wexford Walking Trail in Rosslare Harbour. It is a looped trail, approximately 2.9km long, taking in the cliff walk area and the previously mentioned Kirwan’s Garden. This trail and the cliff walk offer amenities to residents and visitors to the area.

Figure RHK-3 Route of the Wexford Walking Trail in Rosslare



There is a large playground facility located at St Brendan's Estate, and Rosslare Rangers soccer fields are located to the south of St Brendan's Estate.

The beach forms an important element in the landscape structure of the village being an amenity for active and passive recreation and an important area for biodiversity.

The landscape concept for the village is largely based on adding to the significant work of the residents to date. The proposals for the **Landscape concept** are (see Figure RHK-1):

- Provide a public realm scheme for the village which will provide a consistent treatment for landscaping and, in particular, street trees in the settlements to add to coherence.
- Provide for new public spaces on lands zoned for open space and amenity, including a new Level 2 Neighbourhood Park in Kilrane and within developments in accordance with the standards set out in Volume 1 and Volume 2 of the CDP.
- Link the various elements that comprise the existing landscape structure, including the parks, beach and trail to allow for the dispersal of species and improve visual amenity.
- Provide upgraded parking and public realm at the beach.

2.4.4 Access for All and Age Friendly Development

As discussed in Section 2.3.3, 21% of the settlement's population was over 65 years old in Census 2016. This is attributed to the attractiveness of the area as a place to retire to. The future planning of the settlements needs to carefully consider this and the needs of all users, including older people. The Planning Authority will assist developers and local community groups to ensure that this is achieved.

Access for All and Age Friendly Development Objective

It is the objective of the Council:

Objective RHK01

To ensure the future planning of the settlement addresses the needs of all users and residents, including older people. The principles of universal access for all will be

applied to all developments including public realm and environmental improvements carried out by the local authority or local community groups in the settlement.

2.4.5 Urban Design and Public Realm Strategy

As discussed in Volume 1 Chapter 5 Design and Place-making in Towns and Villages, good urban design is a key component of compact growth and place making, ensuring that places are attractive to live, work and visit. In accordance with the Strategy outlined in Section 5.5 of Volume 1 Chapter 5 Design and Place-making in Towns and Villages, key place making objectives for the settlement plan area are to:

- Provide for quality in the design of buildings and places (Quality).
- Ensure that future urban development has a coherent urban structure, is permeable and places people at the heart of the design of streets and public realm (Connected).
- Ensure that future development is compact and rejuvenated (Compact).
- Ensure that development is vibrant, inclusive, resilient and adaptable.

Objective RHK02

To ensure that all new developments employ a high standard of urban design, layout and finish and require sensitive and high quality architectural design for infill and brownfield developments in the village centre. The design and layout of any new development should be respectful of the area's context, streetscape and coastal setting and should provide for a strong and active street edge and sense of enclosure and should comply with the key principles and design approaches outlined in Volume 1 Chapter 5 Design and Place-making in Towns and Villages.

Objective RHK03

To require development to be designed having regard to the 'movement' function and 'place' function of the route on which it is located.

Objective RHK04

To require new developments and their associated streets and spaces to place an emphasis on creating attractive places, facilitating social interaction and provide for connectivity, enclosure, active edge and pedestrian facilities.

Objective RHK05

To require new infill developments to maximise opportunities for enclosure by ensuring continuity of existing buildings and forms where it exists and to address weaknesses in building lines through rationalisation as part of infill development or redevelopment.

Objective RHK06

To ensure all new developments positively contribute to the public realm, fostering a strong sense of place and an attractive place for both the local community and visitors to the area, including those using Rosslare Europort, and are accessible to all users.

Objective RHK07

To improve the public realm particularly in the village centre and along the approach roads to Rosslare Harbour, with particular regard to footpath, hard and soft landscaping, open spaces, street furniture, signage, street lighting and on-street car parking. Ensure that non-structural elements of the village such as original paving and cobbles, stone walls, plaques etc. are treated as an integral part of the village's character and are protected from destruction and inappropriate development.

Objective RHK08

To require Design Statements to be prepared for infill and brownfield sites in the Village Centre and for Residential lands.

Objective RHK09

To work with local businesses and the local community to develop and implement an integrated, branded approach to signage for the settlement plan area that provides for continuity in design and style and which enhances the visual appearance of the area, provides for a sense of place and avoids signage cluttering.

Objective RHK10

To encourage and facilitate the carrying out of environmental improvements in the settlement plan area in order to enhance its overall appearance and quality, for example planting and general amenity improvements.

2.4.6 Compact Growth

NSO 01 to deliver compact growth will be achieved by prioritising the village centre in Rosslare Harbour for future growth for residential and retail uses. This will focus on developing key infill, brownfield sites, under-utilised and vacant sites in the village centre, moving sequentially out from there to the remainder of the existing built-up footprint. This will ensure these sites are reused in the interests of sustainable development and that these sites or premises do not cause dis-amenity to their neighbours or the settlement.

For the purpose of the Urban Regeneration and Housing Act 2015 (as amended):

- The village centre between St Martin's Road and Cliff Road has been identified as a Regeneration area (See Map 3 Land Use Zoning).
- All lands zoned Residential, or which include residential as open for consideration, are identified, .i.e. Village Centre, Neighbourhood Centre, Existing Residential and New Residential.

The sites of the former Great Southern Hotel and the Tuskar House Hotel are located within the defined Regeneration area. The Planning Authority will prioritise the development of these sites. These lands are zoned Village Centre and a variety of uses are open for consideration.

The Planning Authority will encourage the repurposing and reuse of existing vacant properties in the village centre for appropriate uses to contribute to regeneration and increasing the vibrancy of the plan area.

Density and building heights are two key components of compact growth. The density allocations for the settlement (see Section 2.4.8) will assist with delivery of compact growth, and the efficient use of land.

The Urban Development and Building Heights Guidelines outline that prevailing building heights have a critical role to play in addressing the delivery of more compact growth in our urban areas. The prevailing building height in the settlement plan area is two-storey with some three-storeys in the heart of Rosslare Harbour. The former Great Southern and Tuskar House Hotels were generally two-storeys in height (except for a section of the Great Southern which had basement storage/garages).

The Council has identified the following locations as appropriate for increased building heights:

- The sites of the former Great Southern Hotel and the former Tuskar Hotel.
- The Europort.
- Lands within Rosslare Harbour village centre.
- Industrial and commercial lands.

Buildings taller than the prevailing heights will be required to have a high quality design treatment and comply with the objectives of Volume 1 Chapter 5 Design and Place-making in Towns and Villages, Volume 2 Development Management Manual and the Urban Development and Building Heights - Guidelines for Planning Authorities (Department of Housing, Planning and Local Government, 2018).

Compact Growth Objectives

It is the objective of the Council:

Objective RHK11

To prioritise the development of vacant, infill and under-utilised brownfield sites in the settlement plan area for residential and retail uses to achieve compact growth and sustainable development.

Objective RHK12

To use the powers, where appropriate, under the Derelict Sites Act, 1990, to include sites on the Register of Derelict Sites and charge levies.

Objective RHK13

To pursue and encourage the regeneration of areas identified on Map 3 in order to prevent:

- Adverse effects on existing amenities in such areas, in particular as a result of the ruinous or neglect condition of any land;
- Urban blight and decay;
- Anti-social behaviour; or
- A shortage of habitable houses or of land suitable for residential use or a mixture of residential and other uses.

Objective RHK14

To examine all lands zoned 'Residential' and 'Regeneration Land' within the boundary of the settlement plan area and enter such lands on the Vacant Sites Register and apply the appropriate levies where it is deemed that criteria laid down by the Urban Regeneration and Housing Act 2015 (as amended) applies.

Objective RHK15

To encourage and facilitate the reuse of existing vacant properties for appropriate uses subject to normal planning and environmental criteria and the proper planning and sustainable development of the area.

Objective RHK16

To give favourable consideration to buildings higher than the prevailing building heights at the locations identified in Section 2.4.6 subject to considerations of scale, heritage, amenity and design quality and in accordance with the requirements of Objectives TV52, TV53 and TV54 of Volume 1 Chapter 5 Towns and Villages, and to

facilitate development incorporating higher buildings (i.e. buildings that exceed the contextual prevailing height) where it has been adequately demonstrated that the development complies with the assessment criteria set out in Section 3.2 of the Urban Development and Building Heights Guidelines for Planning Authorities (DHPLG 2018).

Objective RHK17

To ensure that building heights within future development makes a positive contribution to the built form of the area.

2.4.7 Retail and Commercial Services

The area is well served by a range of retail and commercial services which includes supermarket, post office, bank, hairdressers, fuel station, cafés, restaurants and hotels. The Council will continue to facilitate the development of retail and commercial services that serve the local community, the rural hinterland and visitors and contribute to vibrant settlements. Such development will be located in accordance with the Land Use zoning and Volume 8 Retail Strategy.

Retail and Commercial Objectives

It is objective of the Council:

Objective RHK18

To encourage and facilitate a variety of retail services in accordance with the County Retail Strategy and additional commercial services, all of which improve the range of facilities for the local population and surrounding hinterland and increases the area's appeal for tourists.

2.4.8 Residential

As set out in the Core Strategy, an additional population of 252 is allocated to Rosslare Harbour and Kilrane between 2021 -2027. This equates to 172 additional households. At the allocated density of 25 units/ha this translates to 6.8ha of residential land. It is

intended to deliver more than half of the new dwelling units on lands within the built-up footprint of the settlement plan area, achieving more than 30% envisaged by NPO 3c in the NPF.

A tiered approach to zoning has been applied in accordance with the NPF:

- Tier 1 lands are considered fully serviced/‘ready-to-go’ and are positioned within the existing built-up footprint.
- Tier 2 lands are not currently sufficiently serviced to support additional development but have the potential to become fully serviced during the lifetime of the plan.

The residential lands have been prioritised for development based on a number of factors including the planned levels of growth in the settlements, the achievement of compact growth, the application of the sequential approach, the location of the lands, availability of and proximity to amenities, schools, shops or employment, accessibility to transport services etc and the availability of infrastructure (either Tier 1 serviced land or Tier 2 serviceable land).

6.9ha of land are allocated to Phase 1 for delivery during the current plan period. In the event that some or none of these lands come forward for development during the first three years of the plan, i.e., three years from the date of the plan coming into effect, the lands in Phase 2 will be considered, in a sequential manner and subject to the infrastructural requirements being addressed.

As the Council must ensure that the Core Strategy figures are complied with and not exceeded, the Council will monitor the number of units granted on these residential zoned lands and the number of those units that have been either commenced or completed. This will be a material consideration in the assessment of subsequent planning applications and will inform the number of units that can be considered in subsequent planning applications (on either Phase 1 or Phase 2 lands).

Table RHK-1 provides the detail of the Parcel I.D, the lands in each phase, their tier, their size (ha), zoning, density, potential residential yield and infrastructural requirements and whether the parcel is within the existing built-up footprint. This table should be read in conjunction with Map 3 Land Use Zoning.

Proposals relating to the development of accommodation to meet the needs of older people, e.g. nursing homes, retirement villages and sheltered accommodation and the accommodation needs of people with disabilities will be considered on 'Village Centre' lands and 'Existing/New Residential' zoned lands.

Table RHK-1: Future Residential Development and Delivery Approach

Parcel I.D	Tier	Phase	Within Existing Built-Up Footprint	Size (HA)	Zoning	Density	Residential Yield ⁷	Infrastructural Requirements
A	1	1	Y (circa 50% of the parcel area)	1.72	Residential	25/ha	43	Fully serviced. Development to deliver a link road connecting St Brendan's Estate to Ballygillane lane. Lands to be developed as blocks with frontage on all sides and provide for a link road to the adjoining Plot C lands to the southwest.
B	2	1	Y (100% of the parcel area)	2.25	Residential	25/ha	56	These lands are located to the west of the existing Barr na Haille housing development. Development to deliver a strong streetscape and frontage onto both sides of the required route through these lands. The development must also visually connect Barr na Haille to St Brendan's Estate.
C	2	2	N	4.0	Residential	25/ha	100	This land is located to the southwest of the Plot A lands. Its development is dependent on the footpath improvements along Ballygillane Lane and the Link route through the Plot A land which will continue to the roundabout at Ballyknockan. Lands to be developed in blocks with strong frontages on both side of the link road. The site layout must provide an appropriately sized riparian buffer zone along the stream to address flood risk management and green infrastructure.
D	2	2	N	1.4	Residential	25/ha	35	These lands are located to the east of Rosslare Rangers ground and to the south of the water tower. The development of these lands is dependent on the delivery of the local route through the adjoining Plot B lands to the north.

⁷ Many uses are open for consideration on the village centre sites including residential (dwellings, nursing homes, retirement villages, sheltered apartments), offices, tourism (hotels/holiday homes/short term letting). These sites may or may not be developed for residential As such it not possible to estimate the % that may be developed for residential (if any) and therefore these lands are not included in the core strategy residential calculations.

Parcel I.D	Tier	Phase	Within Existing Built-Up Footprint	Size (HA)	Zoning	Density	Residential Yield ⁷	Infrastructural Requirements
E(i)	2	1	Y (circa. 100% of the parcel area)	1.75	Residential	25/ha	44	These lands are located in Kilrane, on the L-7107 county road and to the south of Westwinds Housing Development. The development of this land is dependent on the provision of footpaths along the county road and will be required to deliver part of the new Link Road that will connect this county road with the L-7102. The development will be required to deliver a strong streetscape and frontage onto the L-7107 and on both sides of the required Link route.
E(ii)	2	2	Y (circa 40% of the parcel area)	1.0	Residential	25/ha	25	These lands are located to the south of Westwinds Housing Development and to the east of Parcel E(i). The development of these lands is dependent on the development of Parcel E(i). The development of this parcel will require the delivery of part of the new Link route from the L-7107 to the L-7102 and will require a strong streetscape and frontage onto both sides of the new Link route.
F	2	1	Y (100% of the parcel area)	1.2	Residential	25/ha	30	These lands are located on the Kilrane to St. Helen's Road, approximately 60m east of Kilrane National School. Development to deliver a strong streetscape fronting onto St. Helen's Road.

Residential Objectives

It is the objective of the Council:

Objective RHK19

To facilitate the development of residential units in line with the Core Strategy allocation for Rosslare Harbour and Kilrane and deliver these units within the built up footprint of the settlement plan area to achieve the National Strategic Objective for Compact Growth.

Objective RHK20

To ensure that new residential developments comply with the relevant objectives and development management standards in Volume 1 and Volume 2 of the County Development Plan, in particular, those pertaining to density, unit type and mix, private open space, public open space, permeability with an emphasis on walking and cycling provision, car parking and other relevant requirements.

2.4.9 Transport and Movement

Local Improvements

Local improvements to footpaths, cycle ways and links between existing developments are required in order to improve permeability and encourage more sustainable trips by foot and bicycle. Section 2.4.3.2 provides details of the existing and proposed route structure in the Route concept which, together with the Place concept and Landscape concept informs the overall structure of the settlement. These local improvements are detailed on Map 4 Objectives and conceptually on Figure RHK-2.

National Roads

As outlined in Section 2.3, Rosslare Harbour and Kilrane is located on the EEC which is both a transport and economic corridor. The N25 and the Europort also form part of the wider TEN-T which provides strategic connections to the island of Ireland and

mainland Europe. RPO 146 in the RSES aims to achieve high quality international connectivity through our ports and the strengthening and maintenance of access to ports through enhanced transport networks and improved journey times. Support for the M11 and the N80 improved connectivity to Rosslare Europort is highlighted.

Section 8.7.1.1 in Volume 1 Chapter 8 Transportation Strategy outlines the current position with the proposed N11/N25 Oilgate to Rosslare Harbour National Road Scheme. The advancement of this scheme is a priority for the future development of the Europort and the movement of passengers and freight and to help realise the potential of the EEC for the settlement plan area, the county and the region. Option selection work is being undertaken by consultants, which entails the identification and examination of scheme options, and the resulting design and environmental assessment processes. These processes are envisaged to be completed by 2023.

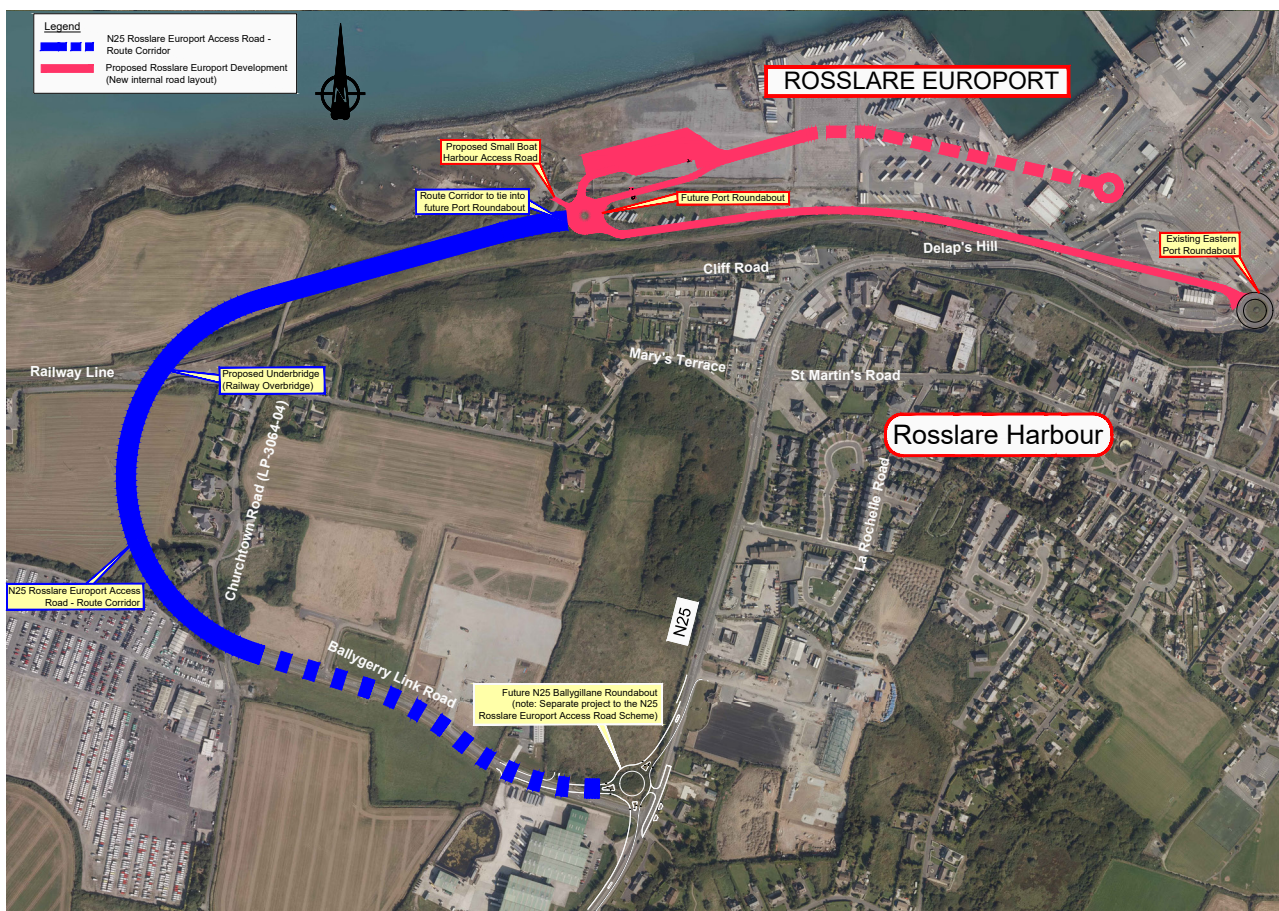
N25 Rosslare Europort Access Road

The proposed access road to Rosslare Europort is also discussed in Section 8.7.1.1 in Chapter 8 Transportation Strategy in Volume 1 Written Statement. Following the completion of Phase 2 (Option Selection), the Council confirmed the selected scheme option. The chosen option combines the construction of a new offline access road to the port, and the upgrade of the existing Ballygerry Link Road as shown in blue in Figure RHK-4.

The selected Scheme Option will now proceed to the next phase of the project, which is Design and Environmental Evaluation, during which it will be further developed to refine the design of the road alignment, junctions, accesses, and structures. The environmental evaluation of the scheme will be progressed in tandem with design development, with both elements of the process influencing each other.

In the interim and while the N25 remains a National Road, the Industry lands located to the north of and directly adjoining the N25 will be accessed from the local road to the east or from an access to the N25 that is located within the 60kph speed limit. Direct access to the Industry lands from the N25 where the 100kph zone applies will not be permitted, save for an exceptional circumstance provided for under Objective TS66 in Chapter 8 Transportation Strategy in Volume 1 Written Statement.

Figure RHK – 4 Selected Scheme Option for the N25 Rosslare Europort Access Road



Rail

The TEN-T Network also includes rail lines and aims to achieve efficient, safe and seamless transport chains for passengers and freight. The Council will continue to advocate for the better integration of rail and ferry services for both passengers and freight. The RSES includes a RPO to prepare a Regional Freight Strategy (RPO 141) in consultation with a number of different bodies and agencies including local authorities.

The enhancement of public transport services, including rail services, is also important to facilitate more sustainable trips for both tourism related travel and travel by local residents and commuters.

Transport and Movement Objectives

It is the objective of the Council:

Objective RHK21

To improve pedestrian and cycle facilities in the plan area by facilitating the footpath and cycle ways identified on Map 4 Objectives, improve crossings at junctions, improve the quality and width, where appropriate, of all footpaths in the settlement plan area and improved access for people with disabilities and to provide cycle friendly routes to/from the school with cycle parking facilities and encourage the school to provide cycle training to all pupils.

Objective RHK22

To require new developments to ensure that permeability is incorporated into the design of all new developments, in particular, opportunities to create local level linkages between developments and to increase permeability for all users, in particular pedestrians and cyclists in accordance with Objectives TV26 to TV32 in Volume 1 Chapter 5 Design and Place-making in Towns and Villages.

Objective RHK23

To require accessible footpaths to be delivered at the following locations (see Map 4 Objectives):

- (a) From the school in Kilrane, along Ballygillane Lane to Cawdor Street
- (b) From Kilrane north to Ballygerry and St. Mary's Estate.
- (c) From Kilrane south to the cemetery.
- (d) From Kilrane east to Kilrane Enterprise Park.
- (e) From Kilrane to Rosslare Harbour along the N25.

Objective RHK24

To provide and, encourage provision of, new connections between existing and new developments in the settlement plan area to address issues of poor local level access and permeability.

Objective RHK25

To enhance the country route to the south of the Kilrane and to the east of Kilrane to St. Helen's as green routes by retaining established landscape features and adding new pedestrian and cycling facilities. Where the removal of existing landscape features is required to provide pedestrian and/or cycling facilities, new planting must be provided along the reinstated boundary.

Objective RHK26

To provide a cycle lane from Kilrane to Rosslare Harbour as part of the proposed Wexford-Rosslare Harbour Cycle Way.

Objective RHK27

To require new Link routes to be delivered at the following locations (see Map 4 and conceptually on Figure RHK-2):

- (a) Between Ros Mór/La Rochelle and Portside
- (b) From St Brendan's Estate to the L-3059 through the Community and Education lands and Plot A New Residential land, and through the Community and Education lands and Plot C New Residential lands to the roundabout at Ballyknockan.
- (c) Between Ballygillane Big and the N25.
- (d) As part of the development of the Plot E(i), E(ii) and F lands to form part of an overall Link road connecting the L-7107 to the L-7102.

These link routes shall be designed in accordance with DMURS and the road category profiles set out in Volume 1 Chapter 5 Design and Place-making in Towns and Villages, Chapter 8 Transportation Strategy and Volume 2 Development Management Manual.

Objective RHK28

To require a new local route to be delivered as part of the development of the Plot B residential lands and open space lands to the west of Barr na Haille Housing Estate.

Objective RHK29

To sustainably manage and support the enhancement of the Region's International Connectivity Network including the TEN-T which seeks the development of a Europe-wide network of railway lines, roads, inland waterways, maritime shipping routes, ports, airports and railroad terminals.

Objective RHK30

To continue to advocate for and support the achievement of Tier 1 Port Status for Rosslare Europort under National Ports Policy and ensure strategic road and rail access to the port is protected and developed in support of the achievement of that status.

Objective RHK31

To sustainably maintain the strategic capacity and safety of the national roads and rail network including planning for future capacity enhancements to ensure effective land transport connections to Rosslare Europort and connecting the region's metropolitan areas, key towns, ports and airports with the Atlantic Economic Corridor and the Eastern Economic Corridor and international connectivity via the TEN-T networks.

Objective RHK32

To support infrastructure for electric and low carbon fuel infrastructure along TEN-T Core and Comprehensive Network including at the Europort itself and other locations within the settlement.

Objective RHK33

To reserve land for the proposed N11/N25 Oilgate to Rosslare Harbour Scheme and prohibit development which would compromise the construction of this route.

Objective RHK34

To support the development of new access routes to the Europort and to protect the preferred route, once this has been determined, and to prohibit development which would compromise the delivery of this link road.

Objective RHK35

To protect the existing N25 as a gateway entrance to Kilrane and Rosslare Harbour and to promote improvements to enhance the roadside landscape whilst maintaining the safe distribution of traffic through the villages to the Europort.

Objective RHK36

To promote investment in improved access infrastructure to Rosslare Europort, including the improvement of rail access.

Objective RHK37

To work with the Southern Regional Assembly and other identified stakeholders to prepare and implement a Regional Freight Strategy as provided for in RPO 141 in the Regional Spatial and Economic Strategy for the Southern Region.

2.4.10 Economic Development

The Europort

Rosslare Europort and port-related development offer significant scope to progress the economic development of the plan area, the county and the region. Post Brexit placement offers significant potential to the area. The RSES, through RPO 30, also recognises and supports the role of existing and potential inter-urban networks as regional significant drivers of collaboration and growth which includes the EEC which also provides strong connectivity to New Ross, the Waterford MASP and Belview Port.

As outlined in Volume 1 Chapter 6 Economic Development Strategy and Chapter

8 Transportation Strategy, the Southern Regional Assembly and the Council will continue to advocate for the designation of the Rosslare Europort as a Tier 1 Port under National Ports Policy and will continue to work Irish Rail, the owners of Europort, to achieve this status and maximise its full potential.

As the key port on the southern corridor of the Irish Sea the Europort serves a number of major shipping lines operating services between Rosslare and South Wales, and as the Irish port of choice on the Continental Direct Corridor it handles services between Rosslare and a variety of locations on the European mainland.

The Europort currently specialises in Roll on/Roll off (RORO) traffic, and is the second busiest Irish port for this type of traffic. The port handles approximately 130,000 road freight units a year, and it is estimated that up to 70% of freight coming into the Europort is carrying food or agricultural products. Up to 25,000 new cars come through the port for distribution to garages around the country. In addition, the level of business coming in to Rosslare is 50,000 tons of wood and 800,000 passengers every year.

The Europort offers a range of port services to meet both freight and passengers requirements including mooring, stevedoring, Tugmasters, piloting, lifting equipment, passenger handling and storage. The current infrastructure at the port includes four berths and Fisherman's Quay, each with a gangway. There is storage available for 300 unaccompanied trailer spaces and up to 2,000 trade vehicles spaces. There is also storage available for logs and other Bulk Cargos on Fisherman's Quay.

The Europort is particularly well-placed to maximise opportunities for economic development. It can expand its shipping routes, and has the space to increase its freight and passenger handling business. However, investment is required in the Europort to realise this potential. The RSES highlights that significant investment in the port is required 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. Investment in the Dublin-Gorey-Rosslare Europort rail line is also highlighted in order to protect the line and increase speed and frequency of services.

The RSES also highlights the need for continued development and improvement of ports by the relevant responsible commercial State-Owned Enterprises consistent

with the sectoral policies defined through the National Ports Policy. It also highlights the need for continued support for Rosslare Europort (including the port's Strategic Plan) and the need for a strategic review of Rosslare Europort.

Iarnród Éireann, as the Port Authority for Rosslare Europort, has recently secured planning permission for a major transformation of Rosslare Europort, as part of its Port Masterplan. The Masterplan will see significant investment in the infrastructure of the port and allow for expansion in the current key areas of RORO freight and passenger transport.

The Masterplan will also be providing the infrastructure necessary to facilitate the impending border inspection requirements while also creating increased capacity to capitalise on new business opportunities becoming available to the port. The Masterplan, together with initiatives under the strategic plan for the port, will see over €30 million invested by Iarnród Éireann in Rosslare Europort over a five-year period. It will ensure that Rosslare Europort will be equipped with the capacity, facilities and technology to facilitate major growth for the benefit of the region and the wider national economy. The major changes at Rosslare Europort will be:

- New configuration of the port aligned to maximise future growth of the port and support regional and national development.
- Significant new facilities and infrastructure to develop Rosslare Europort to its full potential as Ireland's gateway port to both the United Kingdom and Continental Europe.
- Design and develop a Sustainable, Seamless and Smart Port that will be best in class internationally.

Investment in the Europort will encourage and attract investment in port-related industries e.g. transport and logistics, manufacturing, industries that facilitate development in the marine area including energy, tourism and other types of spin-off businesses. Local businesses will also benefit from potential increase in passengers and freight. It is however important that future expansion and economic proposals safeguard the operation of the port, shipping routes and the maritime area as required under the National Marine Planning Framework. This is discussed further in Chapter 12 Coastal Zone Management and Marine Spatial Planning in Volume 1 Written Statement.

All development proposals will be subject to relevant environmental assessments, e.g. EIA, AA and, where required, feasibility studies to establish that any expansion can be achieved without adverse effects on any European sites and within the carrying capacity of the receiving environment of ports.

Transport and Logistics

The transport and logistics industry is a significant feature of economic activity in the area, primarily related to freight and vehicle distribution. This is likely to expand as the Europort becomes busier following Brexit. The Council will continue to support the development of these industries on appropriately zoned land in the area.

The Blue Economy

Marine planning and marine developments offer significant opportunities for growth in new and existing industries in the area, and this in turn will bring socio-economic benefits including employment. The development of land-based infrastructure is critical to realising the economic and social benefits of marine activities, which only accrue when brought on land. Examples of this type of infrastructure include physical structures or facilities for landing, storage and processing of fish catches or freight, for passenger transfer or utilities transmission, slipways, and boat repair facilities.

Also, for certain developments and activities that are primarily land-based their associated marine infrastructure is critical to their effective operation. For example, a waste water treatment and disposal plant located at the coast requires a marine outfall pipe for the discharge of treated water.

The Council will support proposals for the development of land-based infrastructure in the area which facilitates marine activity and the diversification of marine industries. It also supports proposals for the development of marine infrastructure that facilitates land-based activity. As outlined in Volume 1 Chapter 12 Coastal Zone Management and Marine Spatial Planning, the Council will also continue to support the fisheries and seafood sector in the county, and provide for the expansion of landside facilities that provide for, and enhance the value added operations for this sector.

The Green Economy

Rosslare Harbour is well placed to take advantage of the opportunities offered

by offshore renewable energy development such as offshore wind farms and tidal energy. This also offers land side opportunities to engage in energy related manufacturing, with the Europort providing the freight transport infrastructure. The Council will ensure that there is sufficient land zoned for industrial development to accommodate growth in this sector.

Tourism

As a coastal settlement on the attractive south coast of the county and home to Rosslare Europort, the settlement is well placed to maximise the benefits of tourism. The number of visitors who pass through the settlement going to/from the Europort offer significant opportunities to local businesses in the area, e.g. food, services, accommodation and in turn employment. There are also opportunities to expand cruise tourism at the Europort and maximise spin-offs for the local area, and the county.

The Council have been planning the development of a greenway on the rail line from Rosslare Harbour to Waterford City. However, the Government recently announced that the Wexford-Waterford rail link will be included in the upcoming all-island Strategic Rail Review and the Council has suspended the development project pending the outcome of this review. The optimal solution, which would achieve the aims of sustainable travel and tourism/economic development and amenity and health would be for a development which would allow for the development of the greenway alongside the existing track. Notwithstanding the Council would support such an approach subject to funding being made available by central government. In the interim the Council will support the development of a greenway from Rosslare Harbour to Rosslare Strand if this can be done in a manner which does not prejudice the operation or reopening of the lines.

As previously discussed, there is a need to improve the public realm and visual amenities of the settlement to encourage visitors to spend time there, and also to give a positive introduction to our county for those arriving at the Europort.

The Council will continue to support appropriate tourism related development which will expand the tourism profile of south Wexford. Proposals for tourism accommodation (e.g. holiday homes, short term letting and mobile home parks) will be carefully managed to ensure that the settlement retains a year-round resident

population. There is one parcel of land zoned for tourism-related development (see Map 3 Land Use Zoning). Tourism related development will also be open for consideration on Village Centre lands.

Economic Development Zoned Lands

There is c.40ha of undeveloped industry land zoned in the settlement plan area. This is open to a variety of land uses including industry, manufacturing, transport and logistics and includes light industrial lands at Kilrane Business Park. This is in addition to the c.41ha of land zoned for port-related activity. This is considered sufficient to fulfil the economic development envisaged during the plan period. However, the Council will keep this under review.

Transport and Movement Objectives

It is the objective of the Council:

Objective RHK38

To maximise the opportunities offered by the location of Rosslare Harbour and Kilrane and the Europort on the Eastern Economic Corridor and the opportunities offered by the departure of the UK from the EU which now strategically places the Europort as the nearest port to Mainland Europe.

Objective RHK39

To leverage the strategic location and accessibility of Rosslare Europort to help strengthen the role of Wexford Town as a strategic location, a self-sustaining regional economic driver and a Key Town on the Eastern Economic Corridor.

Objective RHK40

To work with Irish Rail, owners of the Europort, to further develop the economic and transport potential of the port and support the implementation of a Strategic Development Plan for the Europort subject to compliance with all relevant Directives and normal planning and environmental criteria.

Objective RHK41

To support the development of additional freight and passenger capacity at Rosslare Europort and the provision of freight rail services and facilities to support sustainable increases in port operations.

Objective RHK42

To safeguard access to Rosslare Europort and navigation channels in the maritime area, and to safeguard the port from inappropriate development that would compromise current activities or the future expansion and/or undermine the port's functions and its landside capacity.

Objective RHK43

To complement investment in port infrastructure by seeking the sustainable development of improved access infrastructure to Rosslare Europort from all the regions, including the expansion of rail services to and from Rosslare Europort for both freight and passengers and the integration of rail, bus and ferry services.

Objective RHK44

To facilitate the extension and deepening of Rosslare Europort to allow larger ships to dock subject to compliance with the Habitats Directive, the Water Framework Directive and ensuring the protection of the Wexford Harbour Outer Shellfish Area.

Objective RHK45

To facilitate the extension of existing service facilities for users of Rosslare Europort subject to compliance with the Habitats Directive and the proper planning and sustainable development of the area.

Objective RHK46

To encourage and facilitate improvements to the built environment and public realm in and surrounding the Europort in order to create a positive, attractive gateway to

the county and region subject to compliance with the Habitats Directive and normal planning and environmental criteria.

Objective RHK47

To protect the indigenous fishing communities in Rosslare Harbour and Kilrane.

Objective RHK48

To support the sustainable growth and development of the maritime area and the maritime economy in accordance with relevant objectives in Volume 1 Written Statement, in particular, Chapter 6 Economic Development Strategy, Chapter 7 Tourism Development, Chapter 8 Transportation Strategy and Chapter 12 Coastal Zone Management and Marine Spatial Planning and Volume 10 Energy Strategy and subject to compliance with the Habitats Directive and the proper planning and sustainable development of the area.

Objective RHK49

To support proposals that will result in an increase in marine related employment subject to compliance with the Habitats directive and normal planning and environmental criteria.

Objective RHK50

To support the development of appropriate land-based infrastructure which would facilitate marine activity, including proposals for appropriate infrastructure that would facilitate the diversification or regeneration of marine industries and subject to compliance with the Habitats Directive and normal planning and environmental criteria.

Objective RHK51

To facilitate the development of shore based port related activity on appropriately zoned land and subject to compliance with the Habitats Directive, normal planning and environmental criteria and the proper planning and sustainable development of the area.

Objective RHK52

To promote and facilitate the development of the cruise tourism industry at Rosslare Europort and in the county.

Objective RHK53

To facilitate the development of tourism-related developments including overnight tourist accommodation on appropriately zoned land in the settlement area subject to the proper planning and sustainable development of the plan area.

Objective RHK54

To promote the development and use of the coastal path between Rosslare Harbour and St Helen's as a tourist and recreational facility.

Objective RHK55

To support the development of a greenway from Rosslare Harbour to Rosslare Strand subject to this being achieved in a manner which does not prejudice the operation of existing or reopening of unused lines and subject to compliance with the Habitats Directive.

Objective RHK56

To promote the development of enterprises such as restaurants, pubs, craft shops, fishing boat trips, bicycle hire and bus tours in the area.

Objective RHK57

To examine the feasibility of reopening the disused Rosslare Europort to Waterford Railway as a sustainable transport corridor which would accommodate a reopened passenger and freight line and a greenway for active travel and amenity use. The Council will seek appropriate funding to facilitate the development of this important corridor between Rosslare Europort and Belview and Waterford MASP.

2.4.11 Recreation and Open Space

The provision of recreational facilities and amenities such as open spaces, public seating, footpaths, trails, playing fields, play areas and community halls can enhance well-being, encourage people to be active and promote safe community interaction and socialising. The village 'green'/parks are important amenities in terms of their function as well as their visual appeal.

As previously mentioned, the existing recreation and open space facilities are all located in Rosslare Harbour. To this end, an area of land to the southwest of Kilrane National School/ Church Wood housing scheme is zoned open space and amenity. This location would be suitable for a Level 2 Neighbourhood Park (refer to Section 14.5 of Volume 1 for Hierarchy of Public Open Spaces).

Kirwan's Garden is a wonderful example of the work local community groups do in the areas of green infrastructure and biodiversity. The local authority will continue to work with these groups to expand Kirwan's Garden and the green infrastructure network in the settlement plan area and to expand recreation and open space provision in the area.

The Council will consider the expansion of existing and the development of new sporting facilities on appropriately zoned land in the settlement plan area.

Recreation and Open Space Objectives

It is the objective of the Council:

Objective RHK58

To facilitate the development of a Level 2 Neighbourhood Park on the lands zoned Open Space and Amenity adjacent to Church Wood Housing Development in Kilrane.

Objective RHK59

To require the delivery of Level 3 Local Parks as part of the development of residential lands.

Objective RHK60

To facilitate the expansion of and the development of new sporting facilities on appropriately zoned land in the settlement plan area.

Objective RHK61

To provide a new connected green infrastructure of local corridors and hubs, along streams and the coastline and to provide for improved quality and connectivity of biodiversity, amenity and local water management along the corridors and within and adjoining the hubs as provided for in the proposed Landscape concept in Section 2.4.3.3.

Objective RHK62

To retain and develop the cliff top coastal walk and ensure new developments provide adequate space and address the walkway.

2.4.12 Community and Education

There is a small community centre in Kilrane. The Council would support the extension of that community centre or the development of a new community building an appropriate location so that it easily accessible by both settlements.

There is sufficient land zoned in the plan area for community and education to accommodate the development of community uses. There is also sufficient land in the vicinity of the local primary school to allow it expand in the future.

Community and Education Objective

It is the objective of the Council:

Objective RHK63

To support the extension of the existing community centre in Kilrane and the development of a new community building, if required to serve the needs of the local population, at a suitable location accessible to residents of Rosslare Harbour and Kilrane.

2.4.13 Flood Risk Management

A Stage 3 Flood Risk Assessment (FRA) was carried for this settlement as part of the County Strategic Flood Risk Assessment (SFRA). This involved the carrying out of detailed modelling and surveying of watercourses in and adjoining the settlement plan area (See Volume 11 for further details).

Flood risk was identified at the following locations (See Figure RHK-5):

- The principle risk is from the small urbanised watercourses flowing through the settlement and the risk is related to culvert sizing and blockage.
 - A small stream rises in Kilrane, predominantly fed by storm water runoff and flows in an easterly / south easterly direction towards St. Helens.
 - A second stream rises in greenfield lands to the east of Rosslare Harbour and flows through Rosslare Harbour in a westerly direction, causing significant flooding to the former Rosslare Transport Centre lands where an undersized culvert causes ponding on the low lying land (now home to the Rosslare Europort Customs and zoned Port Related Activities - PRA). Upstream of this there are undeveloped Community and Education lands and New Residential lands, that are bordering the stream, but are not subject to significant out of bank flooding.
 - A third stream rises to the south of the N25 to the west of Kilrane and flows in a northerly direction under the N25 where an undersized culvert causes flooding to farmland/farmyard. The watercourse continues in a northerly direction and joins the main Rosslare Harbour stream. These lands are zoned for Industry and Transport Infrastructure.
- Coastal flood risk at Rosslare Europort and the beach. However, the settlement is at low risk of tidal flooding due to the increase in elevation (most land circa 15-20m OD).

Flood Risk Management Approach

The Transport Infrastructure (TI) zoning, which relates to proposed route options to improve access to Rosslare Europort, traverses lands identified on the flood zone mapping as being within Flood Zone A and Flood B. The road is considered to constitute critical infrastructure and as such is a highly vulnerable use for the purposes of the Flood Risk Management Guidelines. The application and passing of the Development Plan Justification Test is required for highly vulnerable development in Flood Zone A and Flood Zone B. The zoning of these lands passed the Justification Test (see Appendix of the SFRA in Volume 11).

The SFRA outlines that the risk the Port Related Activities lands (the former Rosslare Transport Centre) can be accommodated by the application of the sequential approach at Development Management stage but this must be clearly demonstrated by an FRA following the guidance in Sections 4.4 to 4.11 of the SFRA.

The undeveloped Community and Education land upstream of the former transport centre that borders the Flood Zone should also be subject to an appropriately detailed FRA at the Development Management Stage in accordance with Sections 4.4 to 4.11 of the SFRA. This FRA should investigate the residual risk of culvert blockage if the intended use includes highly or less vulnerable development.

The New Residential lands upstream of the former transport centre has a watercourse flowing through it that remains in bank. Nevertheless, any proposed development should be subject to an appropriately detailed FRA at the Development Management Stage in accordance with Sections 4.4 to 4.11 of the SFRA and should investigate the residual risk of culvert blockage.

Further maintenance work/or re-culverting is recommended to assist in alleviating surface water flooding to the housing in Churchfields.

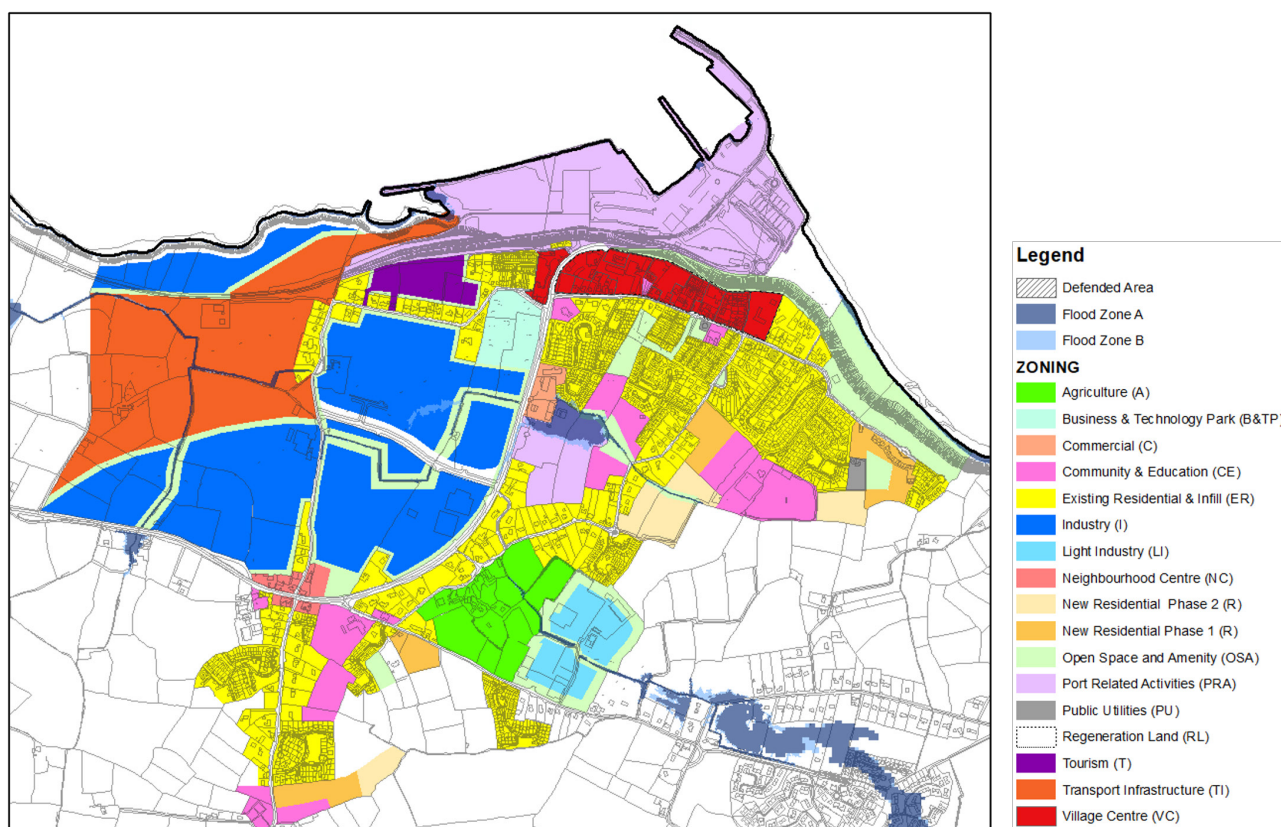
Elsewhere, any new development should follow the guidance provided in Sections 4.4 to 4.11 of the SFRA. In general, the sequential approach should be followed and Flood Zone A/B should be avoided for any highly or less vulnerable development. As with the other sites discussed above, particular attention should be paid to the residual risk of culvert blockage and this must be used to inform development.

The Planning Authority will require the provision of suitably sized riparian buffer

zones along the New Residential (Plot C) lands, the Industry zoned lands to the west of the N25, Light Industry lands, Port-related activities land and Community and Education lands. The required buffer zones are shown as Open Space and Amenity on Map 3 Land Use Zoning and are subject to Objective RHK65.

The Council will continue to ensure that all future planning applications in the settlement plan area are screened for flood risk, that site-specific flood risk assessment are submitted where required and that the requirements of the County SFRA (Volume 11), the Flood Risk Management Guidelines and Chapter 9 Infrastructure Strategy (Volume 1), are fully complied with.

Figure RHK-5 Flood Zones Overlaid on Land Use Zoning Map



Flood Risk Management Objective

It is the objective of the Council:

Objective RHK64

To ensure all that future planning applications in the settlement plan area are screened for flood risk and comply with the requirements of the Flood Risk Management Guidelines for Planning Authorities, (DEHLG and OPW, 2009), the County Strategic Flood Risk Assessment (Volume 11) and the objectives set out Chapter 9 Infrastructure Strategy in Volume 1 Written Statement.

Objective RHK65

To ensure riparian buffer zones are provided on the lands zoned Open Space and Amenity along watercourses in the plan area, and to require, where deemed necessary, that additional lands be set aside for riparian buffer zones. The width of the required riparian zones will be dependent on the width and characteristics of the watercourse and the nature of the site and will be determined having regard to the requirements of the 'Planning for Watercourses in the Urban Environment (Inlands Fisheries Ireland 2020) and any updated version of these guidelines.

2.4.14 Coastal Erosion and Protection

The Council will continue to monitor coastal erosion in the settlement plan area, and carefully consider future applications in proximity to the coastline as set out in Chapter 12 Coastal Zone Management and Marine Spatial Planning in Volume 1 to ensure that the future development is not subject to coastal erosion risk, or increases coastal erosion elsewhere in the vicinity.

Coastal Erosion and Protection Objective

It is the objective of the Council:

Objective RHK66

To ensure that coastal erosion is considered in relevant future planning applications in the settlement plan area in accordance with Chapter 12 Coastal Zone Management and Marine Spatial Planning in Volume 1 Written Statement.

2.4.15 SEVESO Sites

As outlined in Chapter 10 Environment Management in Volume 1 Written Statement there is one SEVESO site within the Settlement Plan area. Roche's Freight Warehousing is designated as an Upper Tier SEVESO site. The Planning Authority must consult the Health and Safety Authority's regarding any planning applications received within a specified distance of this site (and any other future SEVESO sites that may be designated within the plan boundary). The planning consultation boundary for this site is identified on Map 4 Objectives. The Council will control development in the plan area in accordance with Objectives COMAH01 and COMAH02 in Chapter 10 and the requirements of the Health and Safety Authority.

2.5 Land Use Zoning and Matrix

The purpose of land use zoning is to promote the orderly development of the settlement plan area, to establish an efficient basis for investment in public infrastructure and facilities and to avoid potential conflict between opposing land uses. It also identifies for property owners, developers and the public the types of developments and uses that the Planning Authority considers most appropriate on lands within the settlement plan area.

The land use zoning objectives, which are identified on Map 3 Land Use Zoning, have been formulated having regard to the following:

- The existing pattern of development.
- The need to promote the proper planning and sustainable development of Rosslare Harbour and Kilrane in accordance with national, regional and local policies.
- The need to zone sufficient lands at appropriate locations to accommodate the

population allocation set out in the Core Strategy and to fulfil the strategic economic development role of Rosslare Europort.

- The protection of the environment and biodiversity and flood risk management.
- The location, accessibility and availability of land for development.
- The existing and future provision of essential infrastructure (water, sewerage and roads) and the need to ensure the efficient use of this infrastructure.
- The location and adequacy of existing social infrastructure (e.g. schools, childcare facilities and sport facilities).
- The character of the area with regard to the scale and pattern of development.
- The physical features and amenities of the area.

2.5.1 Land Use Zoning Objectives

Existing Residential (ER)

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

New Residential (NR)

'To provide for new residential development, associated residential services and community services'. The purpose of this zoning is to provide for new residential development within the existing built-up footprint of the settlement in a sequential manner in accordance with the tiered approach to development. The development of these lands will also deliver improvements to permeability in the Rosslare Harbour area through new local routes.

Village Centre (VC)

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

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

Neighbourhood Centre (NC)

‘To provide for an attractive and vibrant centre in Kilrane’

This zoning relates to the area in Kilrane and is focused on the cross-roads. The purpose of this zoning is two-fold. Firstly, it defines the centre of this part of the settlement. Secondly, it provides for a mix of small scale retail services, a small element of infill residential and community development.

Community and Education (CE)

‘To protect, provide for and improve community, educational and ecclesiastical facilities’. The purpose of this zoning is to protect and improve existing community, educational and institutional facilities and to safeguard their future provision. Residential uses will not normally be permitted, however this zoning does allow the following to be open for consideration - the development of accommodation for older people (e.g. nursing homes, retirement villages and sheltered accommodation) and the development of accommodation for people with disabilities (e.g. sheltered accommodation and residential care units) where it will be a community, approved voluntary body or public owned accommodation.

Open Space and Amenity (OSA)

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

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

Business and Technology (BT)

'To provide for business and technology related development'.

These lands are located to the west of the N25, south of Supervalu. The purpose of this zoning is to provide for business and technology related developments. The layout and design must deliver individual buildings of a high quality modern design with strong frontages onto the N25, surrounded by highly landscaped areas with car parking to be provided in screened areas to ensure minimum visual impact.

Light Industry (LI)

'To provide for light industry and employment'.

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

Industry (I)

'To provide for industry and employment'

These lands are located to the west of the N25 and can be accessed from the N25 via the Ballygerry Link Road and from the link road that runs north of Kilrane. The lands are also well positioned in close proximity to the N11-N25 Oilgate to Rosslare Harbour road scheme. The Industry zoning will provide for the needs of industry and transport users and it is envisaged that factories, manufacturing premises, ancillary warehouses, hauliers, logistics and marine related industrial developments will locate on these lands. This zoning provides for an open space buffer zone between these lands and the adjoining existing residential properties.

Port-related activities (PRA)

'To provide for port-related activities'.

The purpose of this zoning is to provide for the needs of the port, industries/ commercial activities with specific locational requirements at or in close proximity to the Europort. Passenger services including retail, restaurant and a public house as well as civic buildings related to the use of the Europort passenger terminal building

will be open for consideration. This zoning also relates to the new Rosslare Europort Customs site located on the former NVD lands on the N25. The use on this site is directly related to the operation of Rosslare Europort.

Commercial (C)

‘To provide for a mix of commercial uses’

The purpose of this zoning is to provide for a range of commercial and other uses that do not take away from the village centre. These lands are located on the N25 to the north of the Rosslare Europort Custom’s site.

Tourism (T)

‘To provide for tourism related development’.

The purpose of this zoning is to provide for tourism related development, and any development on this site must not adversely affect the views or visual amenity of the area.

Transport Infrastructure (TI)

‘To provide for improved access to Rosslare Europort’

The purpose of this zoning is to provide for transportation infrastructure to facilitate improved access to Rosslare Europort.

Public Utilities (PU)

‘To provide for and improve public utilities’.

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

Agriculture (A)

‘To protect and/or restore agricultural lands’.

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

2.5.2 Land Use Zoning Matrix

The land use zoning matrix is intended as a general guideline in assessing the acceptability or otherwise of developments proposed in each zone. This matrix is a guideline and the listed uses are not exhaustive. The indication that a use would be 'permitted in principle' or 'open to consideration' relates to the acceptability in principle of the use only. Factors such as density, height, traffic generation, environmental factors and design criteria are also of importance in establishing whether or not a development proposal conforms to the proper planning and sustainable development of an area (guidelines and standards on these matters are set out in Volume 1 Written Statement and Volume 2 Development Management Manual).

P = Permitted in Principle

A use which is 'Permitted in Principle' is generally acceptable subject to complying with the relevant policies, objectives, standards and requirements set out in the CDP.

O = Open for Consideration

An 'Open for Consideration' use is one which the Council may permit where it is satisfied that the suggested form of development will be compatible with the policies and objectives for the zone, will not conflict with the permitted uses and conforms with the proper planning and sustainable development of the area. Particular attention will be given to the nature and scale of the development when assessing compatibility. When considering whether any given development is appropriate in any zone, the Planning Authority will have regard to the objectives of the relevant chapter/strategy in the CDP.

N = Not Permitted

Development listed as 'Not Permitted' in a particular zone will not be permitted for one or more of the following reasons: (i) it may have an undesirable effect on existing and permitted uses, (ii) it may be incompatible with the objectives for the settlement or (iii) it may be inconsistent with the proper planning and sustainable development of the area.

Change of Use and Extensions of Existing Buildings

Change of use and extensions to existing buildings will generally be required to be consistent with the zoning matrix. Exceptions to uses not normally permissible in the zoning matrix will be considered where:

- a) the Planning Authority is satisfied that the use or extension would not conflict with the land use zoning
- b) the use or extension would not negatively impact on the amenity of the area
- c) the use or extension would not give rise to additional planning considerations above those for the existing/previous use.

LAND USE ZONING MATRIX N not normally acceptable, O open for consideration, P permitted in principle

Uses	ER ¹	NR ¹	VC	NC	CE	OSA	BT	LI ¹	I ¹	PRA ¹	C	T	PU	A	TI ¹
Agricultural Merchants	N	N	O	N	N	N	N	O ¹	N	N	O	N	N	N	N
Allotments	O ¹	O ^{1,3}	O	O	O	O ¹	N	N	N	N	N	N	N	O ¹	N
Financial institutions/ facilities	N	N	P	O	N	N	O	N	N	O ¹	O1	N	N	N	N
Betting office	N	N	O	N	N	N	N	N	N	N	N	N	N	N	N
Car park	O ^{1,2}	O ^{1,3}	P	O	O ²	O ²	O ²	O ¹	O ¹	O ¹	O	O ²	N	N	N
Caravan Park	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Childcare facilities crèche/nursery	O ¹	O ^{1,3}	P	P	P	N	O	N	N	O ¹	O	N	N	N	N
Civic amenity/ recycling centre	O ¹	O ^{1,3}	P	O	O	O	O	O ¹	P ¹	O ¹	O	N	O	N	N
Civic buildings	O ¹	O ^{1,3}	P	P	P	O ²	O	N	N	O ¹	O ¹	O	N	N	N
Culture, recreation & leisure	O ¹	O ^{1,3}	P	P	P	O ²	O	N	N	O ¹	O	O	N	N	N
Education	O ¹	O ^{1,3}	P	O	P	N	O	N	N	N	O	N	N	N	N
Enterprise centre	N	N	P	O	N	N	P	O ¹	O ¹	O ¹	P	N	N	N	N
Garden centre	N	N	O	O	N	N	O	N	N	N	O	N	N	N	N
Industry (general)	N	N	N	N	N	N	O	N	P ¹	O ¹	N	N	N	N	N

Uses	ER ¹	NR ¹	VC	NC	CE	OSA	BT	LI ¹	I ¹	PRA ¹	C	T	PU	A	TI ¹
Industry (light)	N	N	N	N	N	N	P	P ¹	O ¹	O ¹	O	N	N	N	N
Hotel	N	N	P	O	N	N	N	N	N	N	O	N	N	N	N
Hostel	N	N	P	N	N	N	N	N	N	N	O	N	N	N	N
Medical and related consultants	O ¹	O ^{1,3}	P	O	O	N	O	N	N	N	O	N	N	N	N
Motor sales showroom	N	N	N	N	N	N	N	N	N	N	O	N	N	N	N
Nightclub	N	N	O	N	N	N	N	N	N	N	N	N	N	N	N
Office	O ¹	N	P	O	N	N	P	O ¹	O ¹	O ¹	P	N	N	N	N
Park and ride facility	O ¹	N	O	N	N	N	O	N	O ¹	O ¹	O	N	N	N	N
Petrol station	N	N	O	N	N	N	N	N	N	N	O	N	N	N	N
Place of worship	O ¹	N	P	O	P	N	N	N	N	N	N	N	N	N	N
Port-Related	N	N	N	N	N	N	O	O	O ¹	P ¹	N	N	N	N	N
Public house	N	N	P	O	N	N	N	N	N	O ^{1,7}	N	N	N	N	N
Public utilities	O ¹	O ¹	O	O	O	O	O	O ¹	O ¹	O ¹	O	O	P	O ¹	N
Residential	P ¹	P ¹	P	P	O ⁵	N	N	N	N	N	N	O ⁶	N	N	N

Uses	ER ¹	NR ¹	VC	NC	CE	OSA	BT	LI ¹	I ¹	PRA ¹	C	T	PU	A	TI ¹
Restaurant	N	N	P	O	O ²	N	O ²	N	N	O ^{1,7}	O	O	N	N	N
Retail (convenience)	O ^{1,4}	N	P ⁴	P ⁴	N	N	N	N	N	O ^{1,7}	O ⁴	N	N	N	N
Retail (comparison)	N	N	P ⁴	O ⁴	N	N	N	N	N	O ^{1,7}	O ⁴	N	N	N	N
Retail warehousing bulky goods	N	N	O ⁴	N ⁴	N	N	N	N	N	N	O ⁴	N	N	N	N
Storage/transport depot	N	N	N	N	N	N	N	O ¹	P ¹	P ¹	N	N	N	N	N
Service garage	N	N	O	O	N	N	N	O ¹	O ¹	O ¹	O	N	N	N	N
Take-away	N	N	O	O ⁸	N	N	N	N	N	N	N	N	N	N	N
Warehousing	N	N	N	N	N	N	O	O ¹	P ¹	P ¹	N	N	N	N	N
Waste management facilities ⁹	N	N	N	N	N	N	N	N	O ¹	N	N	N	N	N	N

Footnotes:

- P¹/O¹ Future development on the Port-related lands, the Industry lands, the Transport Infrastructure lands, the Light Industry lands, Community and Education, Existing Residential and New Residential lands shall fully comply with the requirements of the Flood Risk Management Guidelines for Planning Authorities (DEHLG and OPW, 2009), the County Strategic Flood Risk Assessment (Volume 11) and Chapter 9 Infrastructure Strategy in Volume 1 Written Statement where a flood risk is identified on the subject lands.
- O² This use will be considered where it is ancillary to the main use.
- O³ This use will only be considered where it is ancillary to residential development on these lands.
- O⁴ This is subject to compliance with the County Retail Strategy (refer to Volume 8 of the CDP).
- O⁵ Only nursing home/retirement/residential care/sheltered housing type developments will be open for consideration on these lands. It must be a community, publicly owned or developed by an Approved Housing Body.
- O⁶ The only residential accommodation that will be open for consideration on these lands are holiday home and holiday chalet type accommodation. A hotel will not be considered on these lands given the quantum of under-utilised sites within the Village Centre.
- O⁷ This will only be considered at the Passenger terminal at Rosslare Europort.
- O⁸ This is subject to compliance with the development management standard contained in Volume 2 relating to distance from schools.
- ⁹ Waste management facilities include waste transfer stations, material recovery facilities, waste recovery facilities, waste to energy and authorised treatment facilities for end-of-life vehicles.

2.6 Rosslare Harbour Infrastructure Assessment Report⁸

2.6.1 Introduction

This Infrastructural Assessment Report (IAR) has been prepared to inform and accompany the residential land use zoning proposals for Rosslare Harbour and Kilrane in the County Wexford Development Plan 2022-2028.

The requirement to prepare an IAR is established in the National Planning Framework (NPF), specifically objectives 72a, 72b and 72c with more detailed information within Appendix 3.

The overall purpose of the IAR is to make an assessment as to whether the right infrastructural services are available to facilitate the development of zoned land and, if not, to set out if and when infrastructural services deficiencies will be addressed.

The NPR proposes that a tiered approach to categorise lands proposed to be zoned is undertaken, the status of each site being determined by the availability of infrastructural services to service that land. The tiered system is summarised as follows:

Tier 1 Serviced Zoned Lands

Lands which can connect easily to existing infrastructural services in which there is capacity to cater for additional demands placed upon it by development. These lands will generally be located within or immediately contiguous to existing developed lands.

Tier 2 Serviceable Zoned Lands

Lands which are not currently sufficiently serviced but which have the potential to be fully serviced in the life of the Plan. For such lands the IAR should identify if the services can be delivered within the Plan period, the cost of the services and the inclusion of the provision of the services in the relevant delivery agency infrastructural investment programme (e.g. Irish Water or Wexford County Council).

These lands will also generally be located within or immediately contiguous to existing developed lands.

⁸ Note - the map numbering in the IAR continues the map numbering in the Rosslare Harbour and Kilrane Settlement Plan. Accordingly, the first map number in the IAR will read as Map 5 and will continue from there.

Appendix 3 of the NPF also implies that there is a further category of zoned land, Tier 3, for land which may not be able to be adequately serviced during the Plan period. The NPF refers to the future provision of Government Guidelines to local authorities in the preparation of IARs but these guidelines had not yet been issued at the time of writing this IAR.

2.6.2 Infrastructural Services

As identified in the NPF the Infrastructural Services to be assessed in this IAR are roads access, footpath access, street lighting, foul sewer drainage, water supply and surface water drainage.

In the absence of detailed Government Guidance on IAR, the Council considers that the following minimum standards for infrastructure services should be met to achieve Tier 1 status:

Roads Access

Existing road(s) to which the site has frontage should have a minimum carriageway width of 5.5m and the road frontage(s) should have space for a safe access point (having regard to existing speed limits, proximity to junctions etc.). If the carriageway width is currently less than this minimum, but the minimum could be achieved through development of the land itself (i.e. by the setting back of an existing road frontage) then this would be acceptable for Tier 1 status.

Unless the road surface is currently dangerous, then the condition of the road surface is not taken into account.

The road should be capable of safe and convenient use by cyclists.

Footpath Access

There should be an existing footpath on the road from which access can be taken, extending to the frontage of the site and that footpath should form part of the established settlement footpath network to link the site with shops, schools, medical facilities etc. If the footpath is on the opposite side of the road to the site frontage, then consideration shall be given to the speed limit on the road in question, its

traffic levels and whether a footpath could be provided across the width of the land frontage. The cost of providing a suitably constructed footpath is approximately €100/m (excluding land).

Street Lighting

The road from which pedestrian and vehicular access would be sought should have street lighting extending to the road frontage(s) of the site from where access could be achieved. The street lighting should extend to that serving the established settlement. The cost of providing street lighting is approximately €30/metre in addition to the footpath costs above.

Wastewater

It should be possible to connect the site to the existing foul drainage network directly from the site at the frontage(s) and there should be sufficient capacity in that pipe. If additional pumping and/or upgraded piping is required off site to facilitate foul sewer drainage and/or if the relevant pumping station requires upgrades, then the site would have Tier 2 status. The costs of possible upgrades to piping and pumping stations is difficult to quantify at this stage, but such works have in the past been funded by the developer of the land benefiting from the upgrade.

Irish Water were not able to provide detailed site-specific information for this IAR. The assessment of wastewater infrastructure contained in this document is therefore based upon the Council's best understanding of the current situation.

Water Supply

It should be possible to connect the site to the existing water supply network directly from the site and there should be sufficient capacity in that pipe(s). If additional pumping and/or upgraded piping is required off site to facilitate water supply to the development, then the site would have Tier 2 status. The costs of possible upgrades to piping is difficult to quantify at this stage but such works have in the past been funded by the developer of the land benefiting from the upgrade.

Irish Water were not able to provide detailed site-specific information for this IAR. The assessment of water supply infrastructure contained in this document is therefore based upon Wexford County Council's best understanding of the current situation.

Surface Water Drainage

Surface water management should be possible within the site and it should be possible to connect the site to the existing surface water network at the frontage(s). If additional infrastructure is required off the site to facilitate surface water drainage, then the site would have Tier 2 status. The costs of possible upgrades are difficult to quantify at this stage, but such works have in the past been funded by the developer of the land benefiting from the upgrade.

2.6.3 Existing Infrastructural Services in Rosslare Harbour and Kilrane

Roads, Pavements and Street Lighting

Within new developments, roads, pavements and street lighting infrastructure would be expected to comply with the principles, approaches and standards of the Design Manual for Urban Roads and Streets. However, as with many settlements which have developed on an incremental basis over a number of years, much of the existing road and pavement infrastructure in Rosslare Harbour and Kilrane would not meet these current standards. Improvements to existing infrastructure are identified as objectives in the Settlement Plan but for the purposes of this IAR the assessment is based upon whether existing roads, pavements and lighting extend to the frontage of the site, rather than an assessment of whether that infrastructure meets modern standards.

Rosslare Harbour Water Supply Scheme

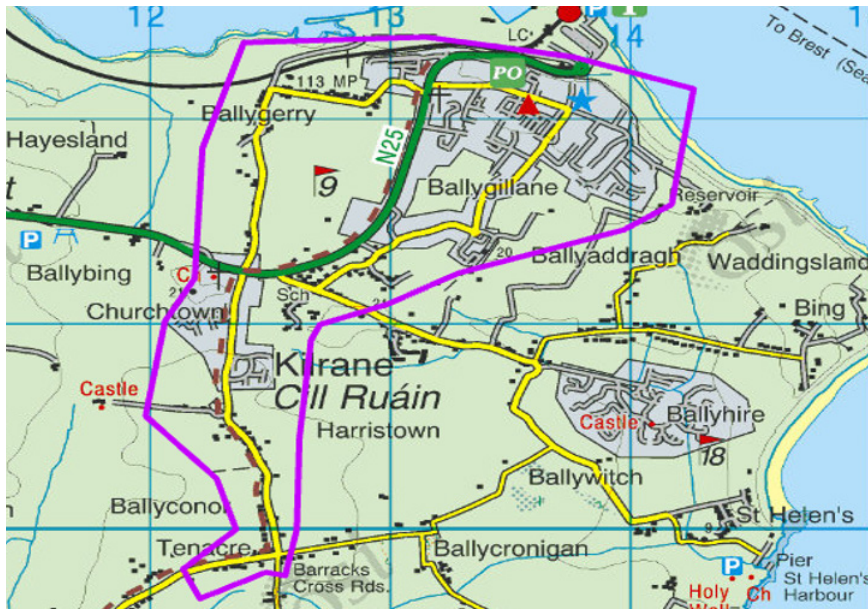
The entirety of the settlement and land beyond is served by the Fardystown Regional Water Supply Scheme centred at Mayglass. Water is distributed in the settlement via the existing water tower located near St Brendan's housing estate. The system is considered to have ample capacity.

Rosslare Harbour Waste Water Treatment

The Rosslare Harbour WWTP is located at Ballygerry. It has a capacity of 9,383 with a current loading of 2,483 p.e., giving headroom of 6,885 p.e. Map 5 gives an approximate indication of the areas served by the existing waste water network.

Map 5: Approximate Area Served by the Rosslare Harbour Waste Water Network

Source: Wexford County Council



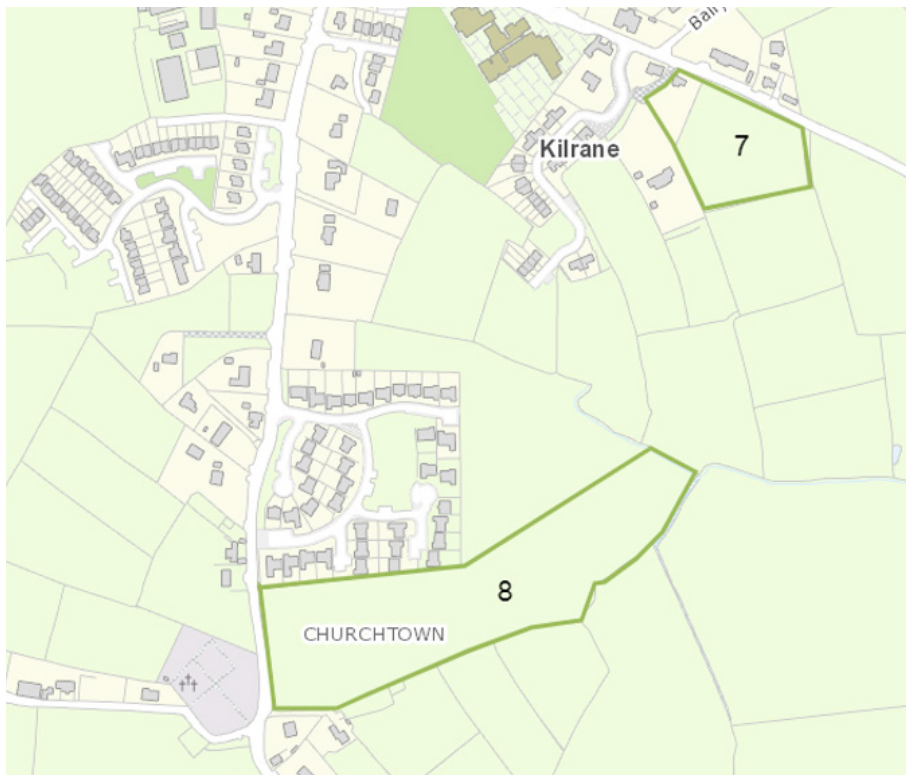
Surface Water

The surface water network around Rosslare Harbour is comprised of Council managed pipes and discharges and more informal site specific arrangements.

2.6.4 Specific Land/ Sites considered as part of the IAR

The detailed assessment within this IAR is confined to land which is being considered for zoning for new residential development or village centre use. (See Map 6). This also includes lands zoned for village centre use which could have a residential component. All of the sites are considered to be within or contingent to the existing built up settlement pattern. It should be noted that the maps used in this IAR are approximate only, to give an indication of the size and shape of the lands concerned. They should not be read as giving definitive site ownership boundaries.

Map 6: Sites Considered in this Infrastructural Assessment Report



Map 7: Site No.1



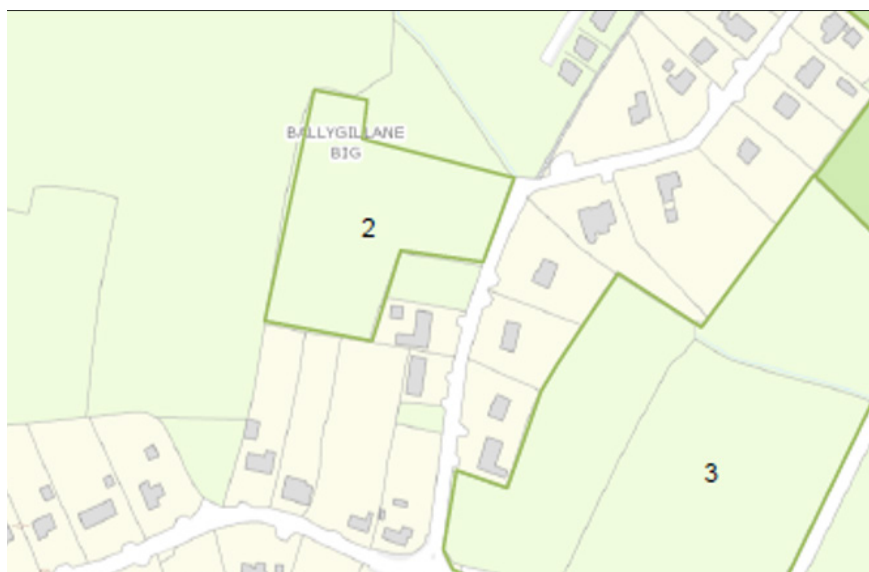
These lands are located at the village centre extending from the N25 to the former meteorological research station on the L3066, with, on its northern side, a frontage also to a cliff top walk overlooking the port. These lands have a variety of current uses including residential, retail and petrol filling station. There are a number of significant vacant sites and buildings formerly occupied by hotels. The lands would be suitable for regeneration for a variety of village centre uses including residential.

There is currently footpath and street lighting provision on most of the L3066 frontage and on the cliff top walk. Where gaps in footpath provision exist, e.g. to the frontage of the former Great Southern hotel, this could be provided as part a redevelopment of the site. The L3066 is of suitable width and although the road surface is currently in a moderate condition only in parts, it is not considered to be in such poor condition to prevent further development on the lands.

The site could be served by existing water, wastewater and surface water arrangements on the L3066 with site/development specific upgrades as necessary.

The site is considered to have Tier 1 status.

Map 8: Site No. 2



Located at Ballygillane Big, with a frontage to the L7120 Ballygillane Lane, this land is currently undeveloped and is bounded by existing residential development to the north, east and south. To the west, the site is bounded by lands with port-related and community and education uses.

There is currently no footpath provision on Ballygillane Lane to the north or south of the frontage. The lack of footpath extends approximately 950m to Kilrane Village to the south, and approximately 325m north to an existing footpath. There is an objective in the Settlement Plan to improve footpath provision on Ballygillane Lane, and the cost of providing a footpath to Kilrane to the south would be approximately €95,000. To the north the provision of a connecting footpath would cost approximately €32,000. It is noted that Ballygillane Lane narrows significantly to the south of the site with limited room for a 1.5-2m wide footpath and 5.5m wide road carriageway.

Whilst the site is located on a bend, the frontage will be able to accommodate a safe vehicular access.

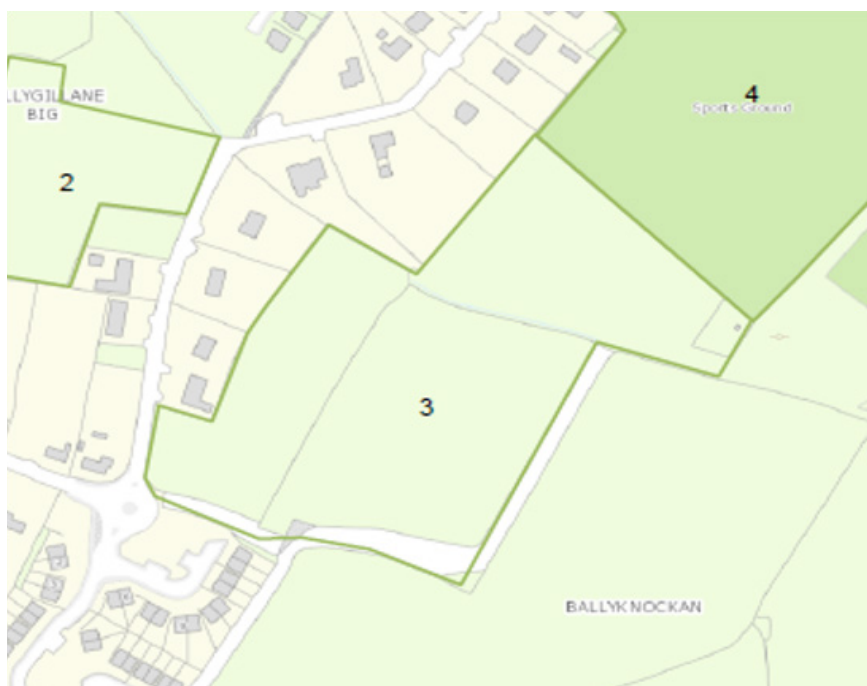
Street lighting to the south of the site is very limited and the cost of providing street lighting could be approximately €27,750 in addition to footpath costs. To the north of the site frontage existing street lighting is limited but better.

The site could be served by existing water, wastewater and surface water arrangements on the L7120 with site/development specific upgrades as necessary. Connection of a development to the wastewater network could potentially require upgrades to the Ballygillane Big pumping station. The cost of such upgrades would be dependent on the scale of development being undertaken.

The site could potentially be serviced via the existing Portside development and by a new link between the N25 and L7120 but this would require the consent of and/or, works undertaken by, others.

The site is considered to have Tier 2 status.

Map 9: Site No.3



These undeveloped lands have backland type characteristics behind detached residential properties with a 50m frontage to the L7120 Ballygillane Lane. The eastern side of the site is undeveloped, the northern side adjoins Site No. 4 discussed below.

There is currently no footpath provision on Ballygillane Lane to the north or south of the frontage. To the south, the lack of footpath extends approximately 760m to Kilrane Village, to the south approximately 480m to an existing footpath. There is an

objective to improve footpath provision on Ballygillane Lane in the Rosslare Harbour and Kilrane Settlement Plan, and the cost of providing a footpath to Kilrane to the south would be approximately €76,000. To the north the provision of a connecting footpath would cost approximately €48,000. It is noted that Ballygillane Lane narrows significantly to the south of the site with limited room for a 1.5-2m wide footpath and 5.5m wide road carriageway.

Street lighting is very limited to the north and south and the cost of providing street lighting could be approximately €30/metre in addition to footpath costs.

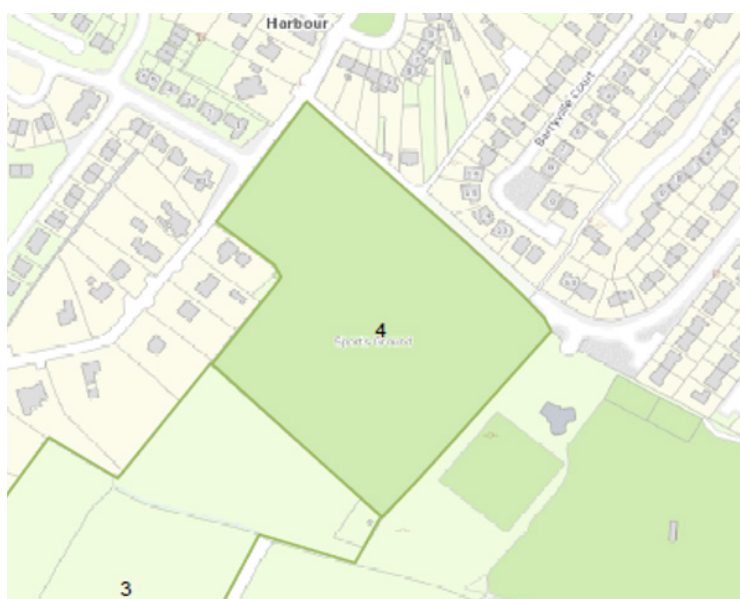
There is space for a vehicular access to be safely provided to the site from the L7120.

The site could be served by existing water, wastewater and surface water arrangements on the L7120 with site/development specific upgrades as necessary. Connection of a development to the wastewater network could potentially require upgrades to the Ballygillane Big and/or the St Brendan's pumping stations. The cost of such upgrades would be dependent on the scale of development being undertaken.

The site could also potentially be accessed and serviced via a future development of the lands adjoining to the north (Site No. 4).

The site is considered to have Tier 2 status.

Map 10: Site No.4



This is undeveloped land with a frontage to the L7120 Ballygillane Lane. The site is currently undeveloped with a former use as a GAA grounds. To the north and west is residential development, to the south is Site 5 as discussed below, to the southeast the grounds of the Rosslare Rangers AFC.

There is an existing footpath extending to the northern edge of the frontage on the L7120 and whilst it is of moderate to poor standard of construction currently, the footpath does ultimately connect without significant gaps to the village centre. There is space to provide an extension to the footpath network across the frontage of the site. There is reasonable existing street lighting provision to the L7120 to the north of the site.

The site frontage is capable of accommodating a safe vehicular access. The majority of the site would be able connect to the existing water supply and wastewater pipes on the L7120 subject to site/development specific works as necessary. A smaller part of the site, at its south-eastern edge, may need to connect to the public sewers via the St Brendan's pumping station which may require upgrades.

Surface water can be managed using existing pipes with site/development specific works as necessary.

The site is considered to have Tier 1 status.

Map 11: Site No.5



Located southeast of the St Brendan's estate, the site is also adjoined by the Wexford County Council water facility to the north and by the community sports grounds to the west.

The site does not currently have direct road and footpath access to the settlement's network. However, the lands can be accessed in tandem with the development of Site No. 6.

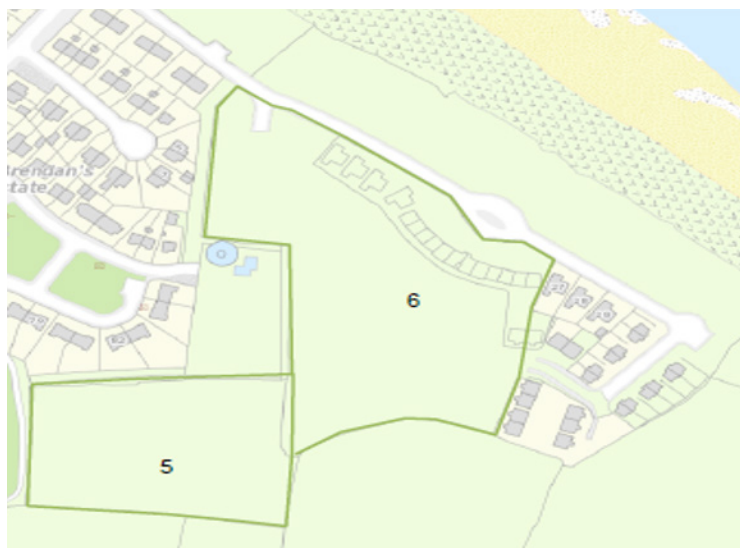
Wastewater would need to flow via the existing Barr na hAille and/or St Brendan's pumping stations which may require significant upgrades to cater for demand from the site and also Site No. 6 as discussed below.

Water supply could be achieved via the adjoining water services site.

New surface water pipes to the site may need to be provided.

The site is considered to have Tier 2 status.

Map 12: Site No. 6



This site is comprised of undeveloped land adjoining St Brendan's Estate and Barr na hAille Housing Development. Frontage is onto a relatively new road L30671. Land to the south is undeveloped.

It will be possible to form safe access to the site directly from the L30671.

Wastewater would need to flow via the existing Barr na hAille and/or St Brendan's pumping stations which are likely to significant upgrades to cater for demand from the site.

It should be possible to connect to the existing water supply arrangements serving Barr na hAille.

Surface water could be managed via existing pipes, with site/development specific upgrades as necessary.

The site is considered to have Tier 2 status.

Map 13: Site No. 7



The site is comprised of a partially constructed dwelling and adjoining undeveloped land with a frontage to the L7102 which has a 50kmh speed limit at this point.

It will be possible to form a safe access to the site from the R7102.

A footpath has recently been constructed on the L7102 extending from Kilrane village centre to the Cúl na Gréine estate approximately 150m to the east, although as of yet there is no street lighting. The existing street lighting to Kilrane village centre stops

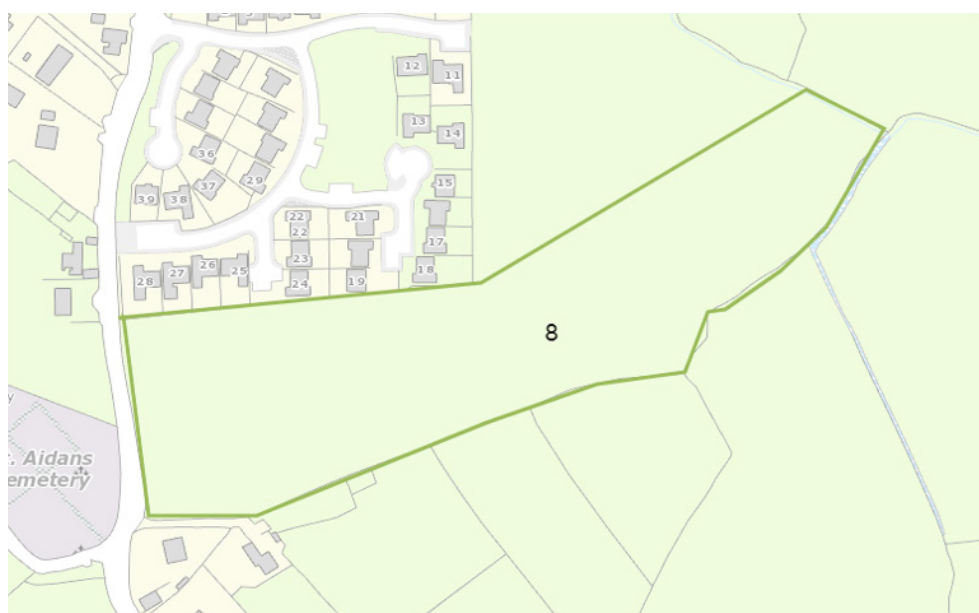
approximately 60m from the site. The cost of extending lighting to the street frontage would be approximately €1,800.

It should be possible to connect to existing water pipes serving the Cúl na Gréine estate but connection to sewers will likely require works off site as the Ballygillane Small pumping station is currently overloaded and Ballygeary pumping station may be to be upgraded.

Surface water could be managed via existing pipes, with site/development specific upgrades as necessary.

The site is considered to have Tier 2 status.

Map 14 Site 8



The site is comprised of approx. 3.45ha of undeveloped land, mostly in a backland type position with a road frontage of approximately 110m to the L7107 to the south of the Westwinds estate adjoining to the north. The L7107 which has an 80kmh speed limit at this frontage, the 50kmh speed limit sign for Kilrane village is approximately 50m to the north.

Notwithstanding the 80kmh speed limit it would be possible to form a safe vehicular access to the site from the L7107.

There is no footpath currently on the site's frontage. There is an existing footpath with streetlighting to the entire frontage of the Westwinds estate which extends to the very northern edge of the site frontage. The footpath with street lighting on this side of the L7107 extends almost uninterrupted to the centre of Kilrane village, approximately 600m to the north.

It should be possible to connect to existing water pipes on the L7107. There is an existing public sewer line on the L7107, although upgrades to pumping station(s) may be necessary and/or connections via existing estates may be necessary.

Surface water could be managed via existing pipes, with site/development specific upgrades as necessary.

The site is considered to have Tier 2 status.

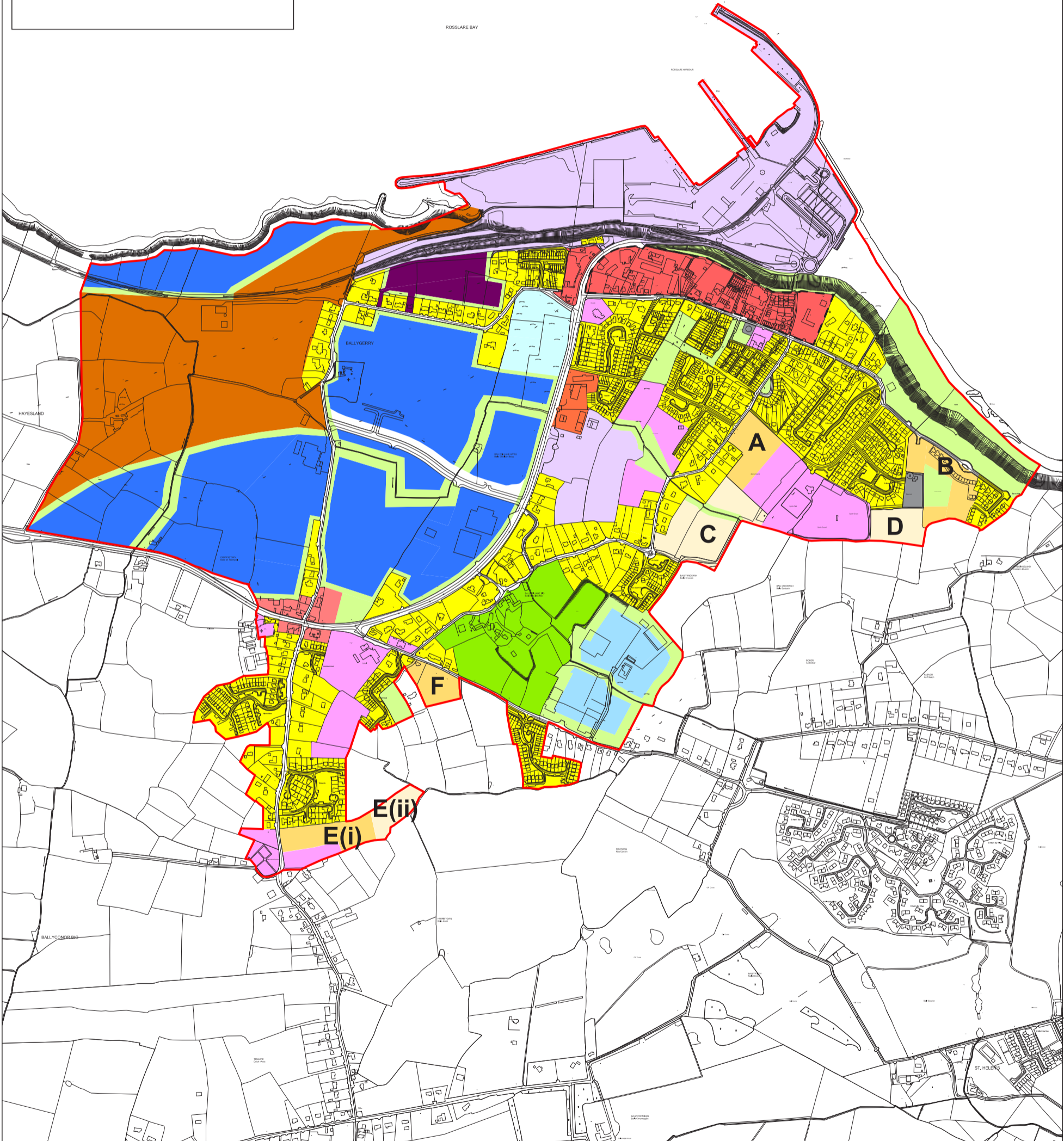
SECTION 2

Maps

Legend

- Settlement Plan Boundary
- Agriculture (A)
- Business & Technology (BT)
- Commercial (C)
- Community & Education (CE)
- Industry (I)
- Light Industry (LI)
- Neighbourhood Centre (NC)
- Open Space and Amenity (OSA)
- Existing Residential & Infill (ER)
- New Residential Phase 1 (NR)
- New Residential Phase 2 (NR)
- Port Related Activities (PRA)
- Public Utilities (PU)
- Regeneration Land (RL)
- Village Centre (VC)
- Tourism (T)
- Transport Infrastructure (TI)

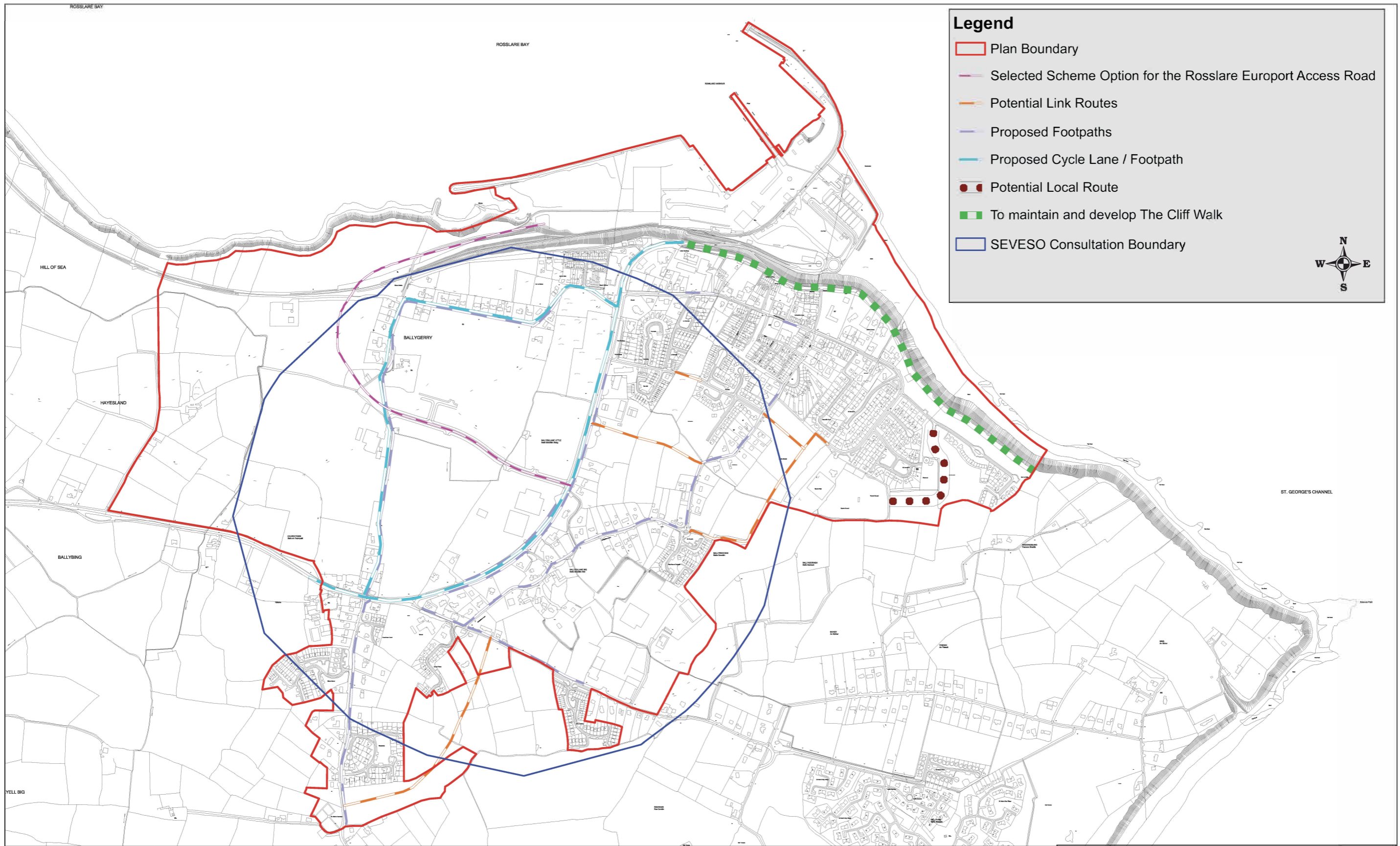
ROSSLARE BAY



Rosslare Harbour & Kilrane Settlement Plan

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Title: Land Use Zoning	
Drawn by: NK	Checked by: PD
Date: 13.06.2022	Map No: 3



Legend

- Plan Boundary
- Selected Scheme Option for the Rosslare Europort Access Road
- Potential Link Routes
- Proposed Footpaths
- Proposed Cycle Lane / Footpath
- Potential Local Route
- To maintain and develop The Cliff Walk
- SEVESO Consultation Boundary



Rosslare Harbour & Kilrane Settlement Plan

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Title: Objectives

Drawn by: NK

Checked by: PD

Date: 13.06.2022

Map No: 4

SECTION 3

Castlebridge Specific Objectives



3.1 Historical Development

Castlebridge which derives its name from the ancient castle that formerly stood there is situated on the north side of Wexford Harbour, at the confluence of the Castlebridge River with the River Sow and on the road from Wexford to Gorey. The site of the present day First Fruits Church and graveyard is believed to be the site of the ancient castle. The topography of the settlement is marked by higher ground to the north and northwest of the settlement centre with much lower lying ground in other areas.

Castlebridge evolved and developed around two natural resources, barley and water⁹. The barley was for malting, brewing and animal feed, and the water to power mills to provide a freight way by canal to and from the quays at Wexford. The first malthouse was built by the Dixons in 1742 who became the biggest malt producer in the country by 1798. The local significance was that a community had formed around the industrial core.

In the late eighteenth century and through the nineteenth century the village reached a peak of six malthouses and two breweries, six pubs, a hotel and four coal-yards. A population of 400 was recorded for the village in the mid-nineteenth century which was described "as one of the biggest and most important in the whole county, a thriving commercial village"¹⁰.

In 1814 the mill owners built Castlebridge House. Castlebridge House was extended in 1858 and included the iron conservatory, known as the Pierce Atrium, which was designed, built and erected by James Pierce. The mill business was subsequently taken over by the Breen family and they established trading with Guinness from 1836 which lasted to 1973 when the Nunn family sold the business to Guinness.

In 1951 the then Managing Director of Guinness Sir Hugh Beaver was staying with the Nunn family at Castlebridge House. After a day of shooting at the North Slob, a debate started as to the answer to the question 'What was Europe's fastest game bird? An exhaustive search of the Castlebridge House library failed to come up with the answer. The inability to find the answer, prompted Sir Beaver to devise a single book of reference which would seek to answer this sort of question. Sir Hugh Beaver appointed twins Norris and Ross McWhirter who ran a fact-finding agency in London

⁹ 'Windows on the past, when barley was alive' by Andy Tobin, The Bridge: Castlebridge Newsletter, Volume 1, Number 1, December 1996

¹⁰ *ibid.*

to compile the first edition of 'The Guinness Book of Records' which was published in August 1955 and became that years number one bestseller. The Guinness Book of Records has remained the bestselling copyrighted series of all time. In 1974 Wexford County Council purchased Castlebridge House. In 1980 Guinness gifted the Community Centre and Reading Rooms to the community.

3.2 Existing Urban Structure and Character

The settlement of Castlebridge is characterised by an organic settlement pattern rather than a planned form. The older part of the settlement is located around the mill and to the south of the Castlebridge River. The community gardens to the front of Castlebridge House add to the attractiveness of the settlement. Both The Reading Rooms and Castlebridge House are important local landmarks for the community.

Significant residential development occurred to the north and south of the village core during the 1990s and 2000s. These were typically cul-de-sac type developments characterised by semi-detached and detached dwellings. Recently there have been two infill developments located close to the village core.

3.3 Profile

3.3.1 Settlement Hierarchy

Castlebridge is designated as a Level 3(a) Service Settlement in the Core Strategy Settlement Hierarchy. Level 3(a) settlements are important service settlements for their local communities and their wider rural hinterlands. Some of these settlements are important contributors to economic activity in the county including Castlebridge which is a strong local settlement. The settlement performs important functions including retail, education, residential, service and amenity functions. The Development Approach for these settlements is set out in the Core Strategy, and is summarised here in Section 3.4.2.

3.3.2 Population

The population of Castlebridge increased rapidly between 1996 to 2011 from 783

to 1,726 persons (CSO). The 2016 census gives a population of 1,840. In 2016, 29.4% of the population were aged 0-17. This is slightly higher than the county average of 26.2%. The large population increase can be attributed to the popularity of the settlement as a place to raise a family in proximity to the largest town in the county, Wexford Town. In the 65 plus age category the population of Castlebridge is notably lower than the county average.

3.3.3 Employment

From analysis of Census 2016 records, Castlebridge can be defined as a commuter settlement with a very low resident worker (748) to jobs (190) ratio. Wexford Town being in close proximity is the predominant destination for both work and secondary school attendance. The main employers in Castlebridge are Wexford Block, the Centra Shop and the recently opened nursing home.

3.3.4 Land Uses

There is a limited variety of land uses in the area with a mix of retail/commercial and industrial within the settlement core and residential areas to the north and south.

3.3.5 Education

The local primary school is located to the north of the settlement centre. It had an enrolment of 233 pupils for the 2019/2020 school year. The school has been extended in recent years and has sufficient lands available to facilitate future extensions in the future, if required. There is no post primary school in the settlement and the Department of Education has not identified a need for one. Post primary education for local students is largely provided for in Wexford Town (c. 5km).

3.3.6 Infrastructure

The Wexford Town public waste water treatment plant serves Castlebridge. There is spare capacity in this treatment plant and it is intended that this will be predominantly reserved for Wexford Town. The area is also served by the SOW Regional Water Scheme, which is due to be upgraded within the lifetime of the Plan.

At present there is a limited public surface water network serving the village, with individual housing schemes collecting, treating and disposing of their own surface water.

3.3.7 Vacancy and Under-utilised land

There are a small number of vacant and/or under-utilised sites and buildings within the settlement area, predominantly close to the village core. Planning permission has recently been granted for housing developments on two vacant sites to the west of the Wexford road and immediately south of the village core.

3.3.8 Built and Natural Heritage

There are nine structures listed on the Record of Protected Structures in the settlement of Castlebridge as follows:

- WCC0544 Castlebridge Reading Rooms
- WCC0852 Saint Ibar's Catholic Church
- WCC0853 Ardcolm/Castlebridge Church
- WCC0854 Castlebridge House
- WCC0855 Castlebridge Mills
- WCC0856 Castlebridge House Conservatory
- WCC0857 Mill Buildings Castlebridge
- WCC0858 Como Lodge
- WCC1240 Castlebridge Garda Station

Features recorded on the Record of Monuments and Places:

- WX032-031001 Church
- WX032-031002 Graveyard
- WX032-031003 Unclassified possible

Natural Heritage:

- Wexford Harbour Geological Site (WX042)
- Wexford Harbour and Slobs SPA (004076) & NHA (000712)
- Slaney River Valley SAC (000781)

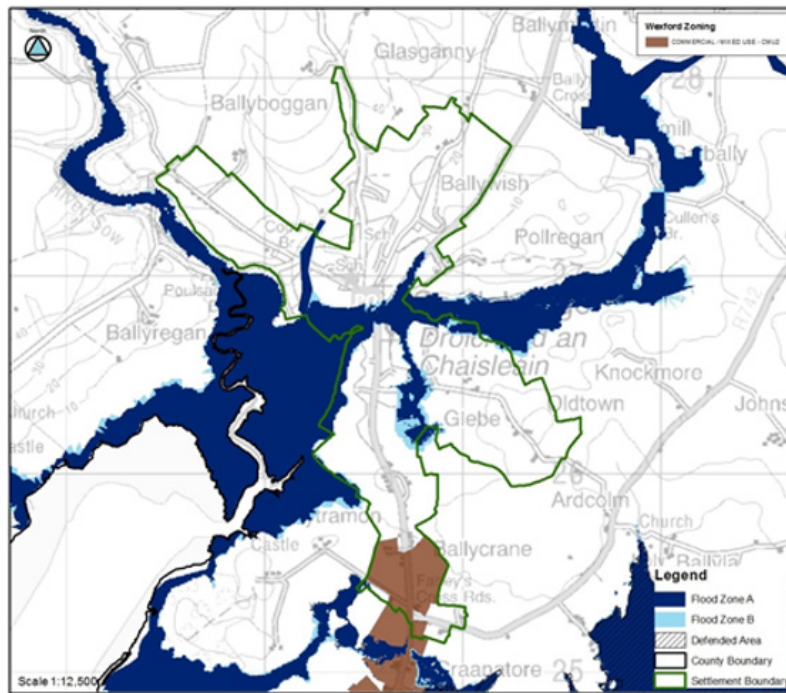
3.3.9 Flood Risk

The SFRA in Volume 11 identifies significant flood risk in Castlebridge, which is related to tidal, fluvial and surface water drainage. The SFRA identifies the following principle flood risk areas in this settlement (See Figure C-1):

- Residential properties along Rectory Walk, the Oldtown Road, and to the rear of Cloisters park, which are partly at risk of flooding.
- There are a number of residential properties surrounding the extensive floodplain which are at risk of flooding.
- At the junction with the R741 in the centre of the settlement there is risk to commercial/industrial sites.
- Undeveloped floodplain is at risk.
- Castlebridge will also be vulnerable to increases in sea levels which will exacerbate flooding in this village.

The SFRA outlines that re-development of any existing property within Flood Zone A/B should be assessed in line with Section 4.7 of the SFRA. Any new development should follow the guidance provided in Sections 4.4 to 4.11. In general the sequential approach should be followed and Flood Zone A/B should be avoided for any highly or less vulnerable development. All future planning applications will be screened for flood risk, and may require the submission of an appropriately detailed site-specific flood risk assessment.

Figure C-1 Flood Risk in Castlebridge



3.3.10 Local Amenities

As noted above the community gardens are an important local amenity. To the south are the Reading Rooms gifted to the community by Guinness. To the west of this is a handball alley. To the rear of Castlebridge House there are community allotments. Further out along the Crossabeg road is a soccer club with modern facilities. Close-by is the former primary school that is in use as a community centre.

3.4 Development Strategy

3.4.1 Strategic Aim and Objectives

Strategic Aim

The Council's overall aim for the settlement is to improve the local environment particularly for pedestrians walking out from the village core, to facilitate the provision of additional services for the community and to consolidate the development of the settlement to cater for local demand.

3.4.2 Core Strategy Development Approach

As outlined in Section 3.3.1 Castlebridge is designated as a Level 3(a) Settlement in the Core Strategy. The development approach for these settlements, which is set out in the Core Strategy, is summarised here:

- To prepare a Settlement Plan with land use zoning for Castlebridge.
- Focus on moderate population growth;
- Apply the sequential approach to the development of land, requiring residential development to take place within the existing footprint of the settlements. The leap frogging of infill/brownfield lands to undeveloped or greenfield lands will not be considered;
- Promote economic and enterprise development appropriate in scale to the settlements;
- Focus on the regeneration and renewal of these settlements;
- Ensure that new development contributes to the creation of attractive, liveable, well-designed, high quality settlements and that local communities enjoy a high quality of life and well-being;
- Support community organisations who are working to develop community facilities and promote and facilitate initiatives in the public realm.
- Protect and enhance amenities, heritage, green infrastructure and biodiversity in these settlements.

Castlebridge has been allocated 30% population growth for the period 2016-2040.

3.4.3 Settlement Structure and Development

The plan aims to develop a strong and coherent settlement structure. This will be implemented by developing a Place Concept, a Route Concept and a Landscape Concept which builds on the existing places, routes and landscape structures.

3.4.3.1 Place Concept

Castlebridge has developed in a linear form leading out from the village centre. The village core can be defined as being between Freddie's Shop and the Centra shop, and this area contains the principle retail and small commercial outlets.

The proposals for Place Concept are:

- To consolidate the village centre as the focus for retail and services development;
- To improve the 'place' quality of the village centre and the main routes through the settlement along the R741 and the L-3005 leading to Crossabeg. The quality of architecture in these locations will be required to be high to create a sense of arrival to the village;
- To work with the local community to deliver improvements to the public realm in the settlement as resources allow;
- To embrace the estuarine location and natural heritage of the village which are important in defining the place quality of Castlebridge and ensure they are integrated into and respected in future development in the village;
- To improve the legibility and strength of the edges in the main spaces of the settlement and to create a sense of enclosure in accordance with the urban design strategy below and Volume 1 Chapter 5 Design and Place-making in Towns and Villages.

3.4.3.2 Route Concept

The existing route structure is made up of the following:

- The spine of the route structure is the R741 Wexford Road which forms the main street/arterial road through the settlement and the L-3005 link road leading to Crossabeg;
- The two local roads (L-3003 and L-3007) that feeds into the Crossabeg Road on either side of the community gardens which in turn leads to the Wexford Road and this pinch point area provides the only means for both vehicles and pedestrians to traverse the village.

The proposals for **Route concept** are to:

- Ensure that the routes are designed in accordance with their designated status of Arterial, Link and Local as per Section 5.9 of Volume 1 Chapter 5 Design and Place-making in Towns and Villages and Section 6 of Volume 2 Development Management Manual. In this regard the Regional Road is designated as an Arterial Road and the two local roads are Link routes (in central areas) or Country Roads (see Volume 2 Development Management Manual). Having regard to the prevailing building

heights in the village, the building heights shown on the route types will have to be moderated along these routes;

- Ensure that development along the route reflects the 'movement' function of the route and the 'place' function of the various 'places' through which it passes;
- Make retrospective links within the community in consultation with the residents of the settlement;
- Ensure that access is provided to backlands and that no development will prevent an opportunity to make a required link.

3.4.3.3 Landscape Concept

Existing Landscape Structure

The Community Gardens to the south of Castlebridge House and the open space to the south of the Flying Irishman are the main landscape structures within the village. There is a community allotment to the north of Castlebridge House. Other spaces within the village consist of the public open space within residential schemes and fields in between development. The local community have been very active in developing the impressive spaces in the village.

The proposals for the **Landscape concept** are:

- To work with the local community to deliver improvements to the public open space in the settlement as resources allow;
- Link the various elements that comprise the existing landscape structure to allow for the dispersal of species and improve visual amenity. This will be achieved either through assistance with planting or by requiring green linkages throughout new development to link to other greens spaces and corridors in the village.

3.4.4 Access for All and Age Friendly Development

Whilst there is a younger age profile for Castlebridge and a lower 65 plus age category than the county average as outlined in Section 3.3.2, it is important to future proof development. The future planning of the settlements needs to carefully consider this and the needs of all users, including older people. The Planning Authority will assist developers and local community groups to ensure that this is achieved.

Access for All and Age Friendly Development Objective

It is the objective of the Council:

Objective CB01

To ensure the future planning of the settlement addresses the needs of all users and residents, including older people. The principles of universal access for all will be applied to all developments including public realm and environmental improvements carried out by the local authority or local community groups in the settlement.

3.4.5 Urban Design and Public Realm

As discussed in Volume 1 Chapter 5 Design and Place-making in Towns and Villages, good urban design is a key component of compact growth and place making, ensuring that places are attractive to live, work and visit. In accordance with the Strategy outlined in Section 5.5 of Volume 1 Chapter 5 Design and Place-making in Towns and Villages, key place making objectives for the settlement plan area are to:

- Provide for quality in the design of buildings and places (Quality);
- Ensure that future urban development has a coherent urban structure, is permeable and places people at the heart of the design of streets and public realm (Connected);
- Ensure that future development is compact and rejuvenated (Compact).
- Ensure that the village is vibrant, inclusive, resilient and adaptable.

Urban Design and Public Realm Objectives

It is an objective of the Council:

Objective CB02

To support the preparation of a Village Design Statement.

Objective CB03

To encourage the appropriate re-use or re-development of vacant buildings or land within or adjacent to the village centre.

Objective CB04

To require development to be designed having regard to the 'movement' function and 'place' function of the route on which it is located.

Objective CB05

To require new developments and their associated streets and spaces to place an emphasis on creating attractive places, facilitating social interaction and provide for connectivity, enclosure, active edge and pedestrian facilities.

Objective CB06

To require new infill developments to maximise opportunities for enclosure by ensuring continuity of existing buildings and forms where they exist and to address weaknesses in building lines through rationalisation as part of the infill development or redevelopment.

Objective CB07

To ensure all new developments positively contribute to the public realm, fostering a strong sense of place and an attractive place for both the local community and visitors to the area and are accessible to all users.

Objective CB08

To support and implement, as resources allow, improvements in the public realm particularly in the village centre and along the approach roads to Castlebridge, with particular regard to footpath, hard and soft landscaping, open spaces, street furniture, signage, street lighting and on-street car parking. Ensure that non-

structural elements of the village such as original paving and cobbles, stone walls, plaques etc. are treated as an integral part of the village's character and are protected from destruction and inappropriate development.

Objective CB09

To encourage and facilitate the carrying out of environmental improvements in the settlement plan area in order to enhance the overall appearance and quality, for example, planting and general amenity improvements.

Objective CB10

To facilitate improvement works and enhancement of community spaces and public realm within and adjacent to the village centre.

Objective CB11

To facilitate the provision of and upgrade to existing street lighting within the village.

3.4.6 Compact Growth

NSO 01 to deliver compact growth will be achieved by prioritising the village centre and main built up area of the settlement of Castlebridge for future growth. This will focus on developing key infill, brownfield sites, under-utilised and vacant sites closest to the village centre first, moving sequentially out from there to the remainder of the existing built-up footprint. This will ensure these sites are reused in the interests of sustainable development and that these sites or premises do not cause dis-amenity to their neighbours or the settlement.

The Planning Authority will also encourage the repurposing and reuse of existing vacant properties in the village centre for appropriate uses to contribute to regeneration and increasing the vibrancy of the plan area. Density and building heights are two key components of compact growth and the appropriate location for increased heights and densities is within or directly adjacent to the village centre as identified above. In accordance with the designated Route Profile as Arterial Route,

increased heights will also be considered along the Regional road in more central and at landmark positions.

Compact Growth Objectives

It is the objective of the Council:

Objective CB12

To prioritise the development of vacant, infill and under-utilised brownfield sites in the settlement plan area to achieve compact growth and sustainable development.

Objective CB13

To use the powers, where appropriate, under the Derelict Sites Act, 1990, to include sites on the Register of Derelict Sites and charge levies.

Objective CB14

To encourage and facilitate the reuse of existing vacant properties for appropriate uses subject to normal planning and environmental criteria and the proper planning and sustainable development of the area.

Objective CB15

To give favourable consideration to buildings higher than the prevailing building heights at locations in/close to the village centre subject to considerations of scale, heritage, amenity and design quality and to facilitate development incorporating higher buildings (i.e. buildings that exceed the contextual prevailing height) where it has been adequately demonstrated that the development complies with the assessment criteria set out in Section 3.2 of the Urban Development and Building Heights Guidelines for Planning Authorities (DHPLG, 2018).

3.4.7 Retail and Commercial Services

The village is served by a relatively small number of retail and commercial services. This is largely due to the close proximity to Wexford Town which provides a much wider range of services. The Council will continue to facilitate the development of retail and commercial services that serve the local community, the rural hinterland and visitors and contribute to a vibrant settlement in the village centre. Such development will be located in accordance with Volume 8 Retail Strategy.

Retail and Commercial Objectives

It is objective of the Council:

Objective CB16

To encourage and facilitate a variety of retail services in accordance with the County Retail Strategy and additional commercial services, all of which improve the range of facilities for the local population. Such development should be located within the centre of the village or otherwise in accordance with the sequential approach.

3.4.8 Residential

As set out in the Core Strategy, an additional population of 151 persons is allocated to Castlebridge between 2021-2027. This equates to 103 additional households. It is intended to deliver all of these new dwelling units on lands in a sequential manner within the built-up footprint of the settlement. Proposals relating to the development of accommodation to meet the needs of older people, e.g. nursing homes, retirement villages and sheltered accommodation and the accommodation needs of people with disabilities will be considered on or adjacent to 'Village Centre' lands.

Residential Objectives

It is the objective of the Council:

Objective CB17

To ensure that new residential developments comply with the relevant objectives and development management standards in Volume 1 and Volume 2 of the County Development Plan, in particular, those pertaining to density, unit type and mix, private open space, public open space, permeability with an emphasis on walking and cycling provision, car parking and other relevant requirements.

Objective CB18

To seek the development of land for residential development within or adjacent to the village centre.

3.4.9 Transport and Movement

The R-741 Regional Route serves as a connection between Gorey and Wexford Town, and this route is the main arterial route passing through Castlebridge, on which there are significant volumes of traffic. The L-3005 connects with the R-741 at the centre of the village. This road generates a relatively large volume of traffic given that it connects with Kyle Cross/N11 at the other end, and is a means of avoiding traversing through Wexford Town for passing traffic. The village also generates its own volume of traffic, including pedestrian movements, and the only means of either passing through the village or to traverse within the village is to pass through the short section of road between Freddie's Shop and the road junction with the R-741, which creates traffic congestion and difficulty for pedestrians to cross.

There are elements of missing footpaths along the roads within the settlement, the most important of which has been identified along the section of road between Elderwood and Roxborough housing estates on the Old Dublin road, south of the village centre.

Since February 2019 an hourly bus service operates to and from Wexford Town operating a 'Bridge Loop' service travelling into Wexford via Wexford Bridge and returning to Castlebridge via Ferrycarrig Bridge and Kyle Cross. There are three bus stops presently serving the village, one at the community gardens, one outside the

former HSE facility and one located opposite Elderwood housing estate. The latter one is not served by either a footpath or a pedestrian crossing point.

Transport and Movement Objectives

It is the objective of the Council:

Objective CB19

To improve pedestrian and cycling facilities in general and at crossings at junctions and to serve the bus stop opposite Elderwood housing estate, to improve the quality and width, where appropriate, of all footpaths in the settlement plan area and improved access for people with disabilities and to provide cycle friendly routes to/from the school with cycle parking facilities and encourage the school to provide cycle training to all pupils.

Objective CB20

To require new developments to ensure that permeability is incorporated into the design of all new developments, in particular, opportunities to create local level linkages between developments and to increase permeability for all users, in particular pedestrians and cyclists.

Objective CB21

To provide for active travel in the village of Castlebridge and, in particular, to provide cycle paths to/from the village centre and a cycle path and footpath and to/from Wexford Town.

Objective CB22

To prioritise the provision of fully accessible footpaths where missing within the village.

Objective CB23

To facilitate fully accessible and safe pedestrian crossing points at appropriate locations within the village.

Objective CB24

To improve the quality, surface and width, where appropriate, of all footpaths in the village to be accessible for all.

3.4.10 Surface Water and Flooding

As noted in Section 3.3.9, there are risks of flooding from tidal, fluvial and surface water drainage sources within the settlement area. Given the very poor drainage characteristics of the area and given that the natural surface water discharge leads to the adjacent natural heritage areas, careful consideration of surface water proposals in accordance with SuDS principles are required to both reduce the risk of flooding and to protect the heritage sites.

Surface Water Objectives

It is an objective of the Council:

Objective CB25

To facilitate, in conjunction with Irish Water, improvements to and the expansion of the public surface water network within the settlement.

Objective CB26

To require developments to incorporate SuDS principles for surface water drainage proposals that adequately protect the Natura 2000 conservation sites that adjoin the village and to limit the discharge of appropriately treated surface water to two litres per hectare per second to an appropriate outfall.

Objective CB27

To examine the feasibility of potential relief works as part of OPW Minor Works funding.

Objective CB28

To ensure that all future developments in the settlement area are screened for flood risk and comply fully with the requirements of the Planning System and Flood Risk Management - Guidelines for Planning Authorities (DEHLG and OPW, 2009) and Circular PL2/2014 and any future update of these guidelines, the County Strategic Flood Risk Assessment (Volume 11) and Chapter 9 Infrastructure in Volume 1 Written Statement.

SECTION 4

Rosslare Strand Specific Objectives



4.1 Historical Development

Rosslare Strand, or simply Rosslare (Irish: *Ros Láir*, meaning "the middle peninsula"), is a village and seaside resort in County Wexford. The name Rosslare Strand is used to distinguish it from the nearby community of Rosslare Harbour, site of Rosslare Europort.

Little is documented for the main built up area of the settlement that exists today until early modern history and its development and popularity as a holiday resort was likely influenced by the introduction of the railway line on 24 June 1882 before which its primary functions were associated with the fort and fishing. In 2010 the Waterford line ceased completely and only the Dublin- Rosslare Europort line remains open.

A long sandspit stretching north from Rosslare separates Wexford Harbour from the Irish Sea. Until the early 1920s, this spit stretched for many miles north, almost touching the Raven Point and giving a very narrow mouth to Wexford Harbour. At the end of the spit was a small fort called Rosslare Fort. Once Rosslare Fort stood as a sentinel, its guns defending the narrow approaches to Wexford Harbour. In the winter of 1924-25 a storm breached the spit and it was gradually washed away. The fort was abandoned and now all that is left is an island at low tide. Most maps of Ireland, however, still show the long spit of sand.

4.2 Existing Urban Structure and Character

Rosslare Strand has developed in an organic dispersed pattern predominantly in a linear form along the coast line spreading out around the core of the village centre. Two separate hubs with different functions/service provisions have developed in the settlement. One is at the bottom of the main approach road/route R740 into the core of settlement which could be considered a primary hub (village centre).

A secondary hub serves community related functions in the northern section of the settlement.

Buildings in the primary hub provide some street continuity with stronger street frontages. Away from this area buildings largely sit on independent plots set back

from the road giving a weak sense of enclosure and a weak urban form. Some infill sites in more recent years have added building lines to the village and a more coherent and compact urban form. On the periphery of the village there are a number of housing estates built in the last 20-30 years which are predominantly detached and semi-detached single and two storey buildings. Some of these estates are at a distance from the main hubs of the village and there are opportunities to infill to create a stronger urban structure and tighter grain in the village.

4.3 Profile

4.3.1 Settlement Hierarchy

Rosslare Strand is designated as a Level 3(a) Service Settlement in the Core Strategy Settlement Hierarchy. Level 3(a) settlements are important service settlements for their local communities and their wider rural hinterlands. Some of these settlements are important contributors to economic activity in the county including Rosslare Strand which is a prominent and highly accessible tourist resort and a strong local settlement. The settlement performs important functions including retail, leisure, hospitality, education, residential, service and amenity functions. The Development Approach for these settlements is set out in the Core Strategy, and is summarised here in Section 4.4.2.

The RSES highlights the importance of innovation and the development of networks between towns and villages to complement their more traditional roles. The RSES also supports the Department of Rural and Community Development's Action Plan for Rural Development which seeks to increase tourist numbers to rural Ireland, support sustainable jobs through targeted rural tourism initiatives, develop activity tourism and leverage natural and built heritage assets.

4.3.2 Population

The total population recorded in Census 2016 for this settlement was 1,620. The total housing stock was 1,599, of which vacant households (excluding 949 holiday homes) numbered 54. In 2016, 21.5% of the population were aged 65 and over. This is significantly higher than the county average of 14.7%. It can be attributed to the

popularity of the area as a retirement location. The population of the remaining age cohorts are below the county's averages. In the summer months the population rises substantially.

4.3.3 Employment

Employment in Rosslare Strand is dominated by tourism related businesses. Many of these businesses however do not stay open year round and there has been frequent turnaround due to the seasonality of the resort not only affecting year round amenities but also year round access to employment and services for local residents. Census 2016 records that there is a significantly lower rate of the resident population working in Manufacturing and Construction sectors than in the County, an average rate in Commerce and Trade and above average in Public Administration. The settlement is above the County average in terms of representation of Managers, Directors and Senior Officials and Professional Occupations. Local shops and services form an important part of the economic, social and community wellbeing of the area and reduce the need to travel to Rosslare Harbour or Wexford for day-to-day shopping needs. According to Census 2016 42% of the working population of Rosslare Strand Settlement work in or within 15 minutes of their homes.

4.3.4 Existing Land Uses

There is a variety of land uses in the area and very good infrastructure of social and community facilities serving the village and its hinterland characterised by retail, hospitality (hotels, restaurants, public house, and cafes), leisure, community, residential and education as follows:

Primary School, Church, Public Houses, Restaurants, Cafes and Takeaways, Hotels (Kelly's Resort Hotel & Spa and Coast Hotel), Caravan/Mobile Home Parks, Doctors surgery, Community/Sports Centre/Playground complex (with tennis courts, pitches, running track, bowls green, crazy golf, community garden), Crèche & Montessori School, Cois Barry/Mara Community Centre, Golf Club (with 18 hole, 12 hole, driving range and clubhouse), Pharmacy, Beauty Salon, Hairdressers, Convenience Shops and Post Office.

4.3.5 Education

The local primary school is located at the northern hub adjacent to the community centre, crèche, playground and sport amenity centre. It had an enrolment of 204 pupils for the 2019/2020 school year. The school has been extended in recent years and has sufficient lands available to facilitate future extensions, if required. It grew by one third since 2011. There is no post primary school in the settlement and the Department of Education and Skills has not identified a need for one. Post primary education for local students is provided for in Wexford Town (c. 13km) or Bridgetown (c. 15km).

4.3.6 Infrastructure

There is a public waste water treatment plant serving Rosslare Strand. It has a capacity of 8,500 P.E and as of April 2020 and there is some available headroom which affords modest scope to develop the settlement. However the current capacity of the system varies significantly due to the seasonal nature of the occupation of the village meaning that there are some limitations to the available capacity.

The area is also served by public water from the Fardystown Regional Water Scheme, and as of April 2020 it too has capacity to accommodate new development.

4.3.7 Vacancy and Under-Utilised Land

There are a number of vacant and/or under-utilised/opportunity sites within the settlement area. There are a number of sites in need of regeneration in the settlement including:

- A site with derelict chalets on Station Road.
- A site with derelict chalets beside Garda Station at south end of Strand Road.
- Car park sites either side of entrance into Cedar Court opposite Coast Hotel.
- The Iona site and abandoned house adjacent.

All other sites are either vacant greenfield sites or used for agricultural purposes.

There are currently four no. vacant retail units;

- Former Sur La Mer Chipper
- Former Bookmakers Office
- Former Art Gallery
- Former Café

4.3.8 Built and Natural Heritage

There are only three structures listed on the Record of Protected Structures in the settlement of Rosslare Strand as follow:

- WCC1317 St Bridgid's Convent
- WCC1372 Rosslare Cottage
- WCC1373 Train Station Building

Features recorded on Archaeological Survey of Ireland:

- Rosslare Fort (WATO) WX01838
- Martello Tower(MATO) WX01837
- STSF WX01835
- Noan WX01844
- St Breagh's Church (no remains) WCC02219
- Holy well WX02220
- Noan WX02222
- Site of Windmill WX04238

Natural features/protections:

- Wexford Harbour Geological Site (WX042)
- Wexford Harbour and Slobs SPA (004076) & NHA (000712)
- Slaney River Valley SAC (000781)

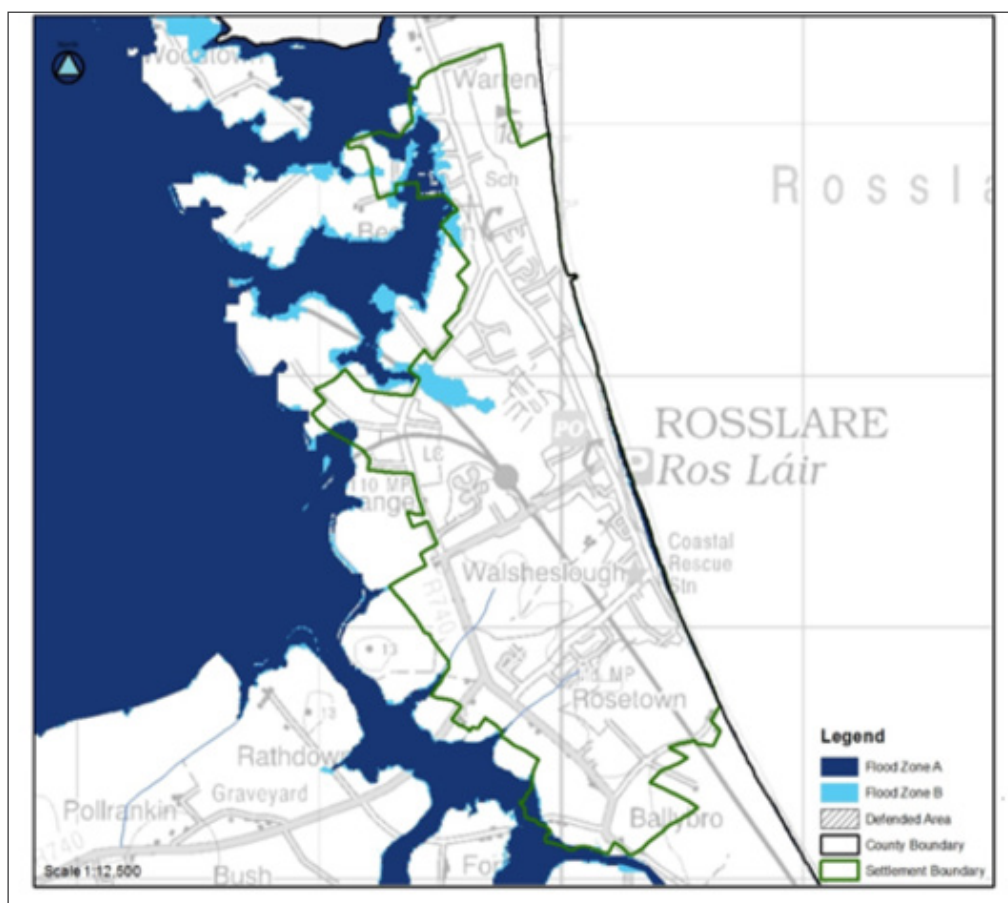
4.3.9 Flood Risk

The SFRA identified that flood risk is present along the western fringe of the village, predominantly linked to a tidal influence. Existing development is at risk in the northwest corner of the settlement. Rosslare will be sensitive to increases in sea

levels, particularly along the western boundary. Any new development should follow the guidance provided in Sections 4.4 to 4.11 of the SFRA. In general the sequential approach should be followed and Flood Zone A/B should be avoided for any highly or less vulnerable development. All future planning applications will be screened for flood risk, and may require the submission of an appropriately detailed site-specific flood risk assessment.

Figure RS-1 Flood Risk in Rosslare Strand

Source: Volume 11 Strategic Flood Risk Assessment



4.4 Development Strategy

4.4.1 Strategic Aim

The Council's aim is to focus on Rosslare as a prime, quality tourist destination with a vibrant year round population and economy. The interdependence between the village and the area's natural environment, particularly the beach, will be promoted and maximised.

4.4.2 Core Strategy Development Approach

As outlined in Section 4.3.1 Rosslare Strand is designated as a Level 3(a) Settlement in the Core Strategy. The development approach for these settlements, which is set out in the Core Strategy, is summarised here:

- To prepare a Settlement Plan with land use zoning for Rosslare Strand.
- Focus on moderate population growth.
- Apply the sequential approach to the development of land, requiring residential development to take place within the existing footprint of the settlements. The leap frogging of infill/brownfield lands to undeveloped or greenfield lands will not be considered.
- Promote economic and enterprise development appropriate in scale to the settlements.
- Focus on the regeneration and renewal of these settlements.
- Ensure that new development contributes to the creation of attractive, liveable, well-designed, high quality settlements and that local communities enjoy a high quality of life and well-being.
- Support community organisations who are working to develop community facilities and promote and facilitate initiatives in the public realm.
- Protect and enhance amenities, heritage, green infrastructure and biodiversity in these settlements.

Additional Strategic Objectives specific to Rosslare Strand include:

- To ensure flood risk is effectively managed and that development is avoided on lands identified at risk of flooding.
- To avoid contributing to coastal erosion and support appropriate mitigation measures.
- To protect and enhance coastal habitats and species within and adjacent to the settlement.
- To recognise that while the beach and natural environment are and will remain the principal tourism resources, there is a need to extend the range of facilities, both indoor and outdoor, and to tackle the problem of seasonality.
- To develop a comprehensive tourism package through partnership with the various agencies and the local community including the development of sustainable projects in the area. As part of this package and in order to upgrade the quality of the tourism product, further provision of traditional facilities and accommodation such as caravan/mobile home parks will be discouraged.

Having regard to the important role as a centre for tourism, leisure, hospitality and local service provision it has been allocated 30% population growth for the period 2016-2040.

4.4.3 Settlement Structure and Development

The plan aims to develop a strong and coherent settlement structure. This will be implemented by developing a Place concept, Route concept and Landscape concept which builds on the existing places, routes and landscape structure.

4.4.3.1 Place Concept

Rosslare has developed in a linear form extending inland from the coast line following the main routes with a number of distinct 'places' in the settlement as follows:

- At the bottom of the main approach road/route R740 into the core of the settlement which could be considered the primary hub (village centre) which includes:
 - Main public car park with public toilets and beach access;

- Convenience Shop and Post Office, Pharmacy, Restaurants, Cafes, Takeaway, Public House and Hairdressers;
- In the northern section of the settlement where community related amenities are clustered which includes:
 - RC Church, School, Crèche, Playground, Community and Sport Centre, Doctors Surgery and Golf Club further north.

The proposals for **Place Concept** are:

- To consolidate the primary hub/village centre as the focus for retail and services development.
- To improve the 'place' quality of the village centre and the main route through the settlement along the R740 and both north (L-3049) and south (L-7101) along Strand Road. The quality of architecture in these locations will be required to be high to create a sense of arrival to this unique tourist destination.
- To work with the local community to deliver improvements to the public realm in the settlement as resources allow.
- To ensure that development along the coastline provides a positive and strong aspect when viewed from the sea. Development should not back onto any coastal paths or open spaces.
- To improve the legibility and strength of the edges in the main spaces of the settlement and to create a sense of enclosure in accordance with the urban design strategy below and chapter 5 Towns and Villages.

4.4.3.2 Route Concept

The existing Route Structure is made up of the following:

- The spine of the route structure is the R740 (Station Road) which forms the main access/entry into the settlement from the N25.
- The following local roads and streets serve the rest of settlement;
 - The L-3049 (Strand Road) runs from the corner of the junction with the R740 (Station Road) north to the junction with the L-7100 (Grange Road).
 - The L-7101 runs from the corner of the junction with the R740 (Station Road)

south towards Mauritiustown all the way up to the T-junction with the R736 Ballybro Road.

- The L-7100 (Grange Road) runs from the L-3049 at the junction north of the Coast Hotel back up to meet the R740.

For the most part the route structure and permeability of the settlement works well in central areas but the outskirts are less permeable reducing opportunities to make trips by sustainable modes. There is also a lack of footpaths at key locations through the area, most notably in large sections along the L7100 (Grange Road) and the L-7101 and in particular at the bridges on the L-7101 and the R740.

The proposals for **Route concept** are to:

- Ensure that the routes are designed in accordance with their designated status of Arterial, Link and Local as per Section 5.9 of Volume 1 Chapter 5 Design and Place-making in Towns and Villages and Section 6 of the Development Management Manual. In this regard:
 - There are no **Arterial routes** in Rosslare Strand.
 - **Link routes** are roads which link to the Arterial roads and with places usually outside the settlement - the R740 and R736 which both link to the N25 are Link routes
 - **Local routes** are the routes which provide access within communities and to link Arterial and Link routes. These are roads and streets, and can serve individual developments, lanes and alleys. The local roads (L-3049, L-7101 and L-7100) and all other streets and lanes in Rosslare Strand are Local Routes.
 - As well as detailed road design and movement function, the type of route will inform the design, building line/frontage, building type, building height, density and landscape treatment of new developments (see Development Management Manual in Volume 2). However, having regard to the prevailing building heights in the village the building heights shown on the route types will likely have to be moderated along these routes.
- Ensure that development along the route reflects the 'movement' function of the route and the 'place' function of the various 'places' it passes through.
- Make retrospective links within the community in consultation with the residents of the settlement.

- Ensure that access is provided to backlands and that no development will prevent an opportunity to make a required link.

4.4.3.3 Landscape Concept

Existing Landscape Structure

The Regional Road (R740) provides the main access and approach to the settlement and runs through the central spine of the area to the coast and the main beach access with public car park and adjoining open green space. The coast/beaches and adjoining coastal habitats run along the whole length of the settlement. The beach also forms an important element in the landscape structure of the village being an amenity for active and passive recreation and an important area for biodiversity.

There are slobbs and wetlands at one end and agricultural hinterland on the other two sides. Other spaces in the village are made up of public spaces on the beaches and along the L-3049 (Strand Road), open spaces in residential areas and agricultural lands in between.

A small 'access for all' garden is also located in the northern part of the settlement together with the Community and Sports Centre. The award winning local tidy town's community have made ample opportunity throughout the settlement to avail of any spaces to enhance the planting, biodiversity and appearance of the settlement.

An 18-hole golf club with clubhouse and a driving range and a smaller 12-hole course are located in the northern part of the settlement and are another significant element in the landscape.

The landscape concept for the village is largely based on adding to the significant work of the residents and business owners to date.

The proposals for the **Landscape concept** are:

- To support the community in the implementation of public realm improvements with the aim of achieving a consistent treatment for landscaping and, in particular, street trees in the settlement to add to coherence.
- Link the various elements that comprise the existing landscape structure, the parks and the beach to allow for the dispersal of species and improve visual

amenity. This will be achieved either through the provisions of planting or by requiring green linkages throughout new development to link to other greens spaces and corridors in the village.

4.4.4 Access for All and Age Friendly Development

As discussed in Section 4.3.2, 21.5% of the settlement's population was over 65 years old in Census 2016. This is attributed to the attractiveness of the area as a place to retire to. The future planning of the settlement needs to carefully consider this and the needs of all users, including older people. The Planning Authority will assist developers and local community groups to ensure that this is achieved.

Access for All and Age Friendly Development Objective

It is the objective of the Council:

Objective RS01

To ensure the future planning of the settlement addresses the needs of all users and residents, including older people. The principles of universal access for all will be applied to all developments including public realm and environmental improvements carried out by the local authority or local community groups in the settlement.

4.4.5 Urban Design and Public Realm

As discussed in Volume 1 Chapter 5 Design and Place-making in Towns and Villages, good urban design is a key component of compact growth and place making, ensuring that places are attractive to live, work and visit. In accordance with the Strategy outlined in Section 5.5 of Volume 1 Chapter 5 Towns and Villages, key place making objectives for Rosslare Strand are to:

- Provide for quality in the design of buildings and places (Quality).
- Ensure that future urban development has a coherent urban structure, is permeable and places people at the heart of the design of streets and the public realm (Connected).
- Ensure that future development is compact and rejuvenated (Compact).

- Ensure that development is vibrant, inclusive, resilient and adaptable.

Urban Design and the Public Realm Objectives

It is the objective of the Council:

Objective RS02

To focus on the rejuvenation of Rosslare Strand and improvements to the visual appearance; creating a welcoming environment: public realm, streetscape, cleanliness.

Objective RS03

To protect and promote the sense of place, its culture and the quality, character and distinctiveness of this important coastal landscape that makes Rosslare Strand such an attractive place to live in, work in and visit.

Objective RS04

To consolidate the existing built environment in a manner that enhances the coastal setting and character of the area.

Objective RS05

To ensure that all new developments employ a high standard of urban design, layout and finish and require sensitive and high quality architectural design for infill and brownfield developments in the village centre. The design and layout of any new development should be respectful of the area's context, streetscape and coastal setting and should provide for a strong and active street edge and sense of enclosure and should comply with the key principles and design approaches outlined in Volume 1 Chapter 5 Design and Place-making in Towns and Villages.

Objective RS06

To require development to be designed having regard to the 'movement' function and 'place' function of the route on which it is located.

Objective RS07

To require new developments and their associated streets and spaces to place an emphasis on creating attractive places, facilitating social interaction and provide for connectivity, enclosure, active edge and pedestrian facilities.

Objective RS08

To require new infill developments to maximise opportunities for enclosure by ensuring continuity of existing buildings and forms where they exist and to address weaknesses in building lines through rationalisation as part of the infill development or redevelopment.

Objective RS09

To ensure all new developments positively contribute to the public realm, fostering a strong sense of place and an attractive place for both the local community and visitors to the area and are accessible to all users.

Objective RS10

To improve the public realm particularly in the village centre and along the approach roads to Rosslare Strand, with particular regard to footpaths, hard and soft landscaping, open spaces, street furniture, signage, street lighting and on-street car parking. Ensure that non-structural elements of the village such as original paving and cobbles, stone walls, plaques etc. are treated as an integral part of the village's character and are protected from destruction and inappropriate development.

Objective RS11

To work with local businesses and the local community to develop and implement an integrated, branded approach to signage for the settlement plan area that provides for continuity in design and style and which enhances the visual appearance of the area, provides for a sense of place and avoids signage cluttering.

Objective RS12

To encourage and facilitate the carrying out of environmental improvements in the settlement plan area in order to enhance the overall appearance and quality, for example, planting and general amenity improvements.

4.4.6 Compact Growth

NSO 01 to deliver compact growth will be achieved by prioritising the village centre and main built up area of the settlement of Rosslare Strand for future growth. This will focus on developing key infill, brownfield, under-utilised and vacant sites closest to the village centre first, moving sequentially out from there to remainder of the existing built-up footprint. This will ensure these sites are reused in the interests of sustainable development and that these sites or premises do not cause dis-amenity to their neighbours or the settlement. The Planning Authority will also encourage the repurposing and reuse of existing vacant and under-utilised properties in the village centre for appropriate uses to contribute to regeneration and increasing the vibrancy of the plan area.

Density and building heights are two key components of compact growth. The Urban Development and Building Heights Guidelines outline that prevailing building heights have a critical role to play in addressing the delivery of more compact growth in our urban areas. The prevailing building height in the settlement plan area is two-storey with some three-storeys in the village centre. The two hotels have three storey sections also. Buildings taller than the prevailing heights will be required to have a high quality design treatment and comply with the objectives of Volume 1 Chapter 5 Design and Place-making in Towns and Villages, Volume 2 Development Management Manual and the Urban Development and Building Heights - Guidelines for Planning Authorities (Department of Housing, Planning and Local Government, 2018).

Compact Growth Objectives

It is the objective of the Council:

Objective RS13

To prioritise the development of vacant, infill and under-utilised brownfield sites in the settlement plan area to achieve compact growth and sustainable development.

Objective RS14

To use the powers, where appropriate, under the Derelict Sites Act, 1990, to include sites on the Register of Derelict Sites and charge levies.

Objective RS15

To encourage and facilitate the reuse of existing vacant properties for appropriate uses subject to normal planning and environmental criteria and the proper planning and sustainable development of the area.

Objective RS16

To give favourable consideration to buildings higher than the prevailing building heights at the locations in/close to the village centre and main built up areas of the settlement subject to considerations of scale, heritage, amenity and design quality and in accordance with the requirements of Objectives TV52, TV53 and TV54 in Volume 1 Chapter 5 Design and Place-making in Towns and Villages, and to facilitate development incorporating higher buildings (i.e. buildings that exceed the contextual prevailing height) where it has been adequately demonstrated that the development complies with the assessment criteria set out in Section 3.2 of the Urban Development and Building Heights Guidelines for Planning Authorities (DHPLG, 2018).

Objective RS17

To ensure that building heights within future development make a positive contribution to the built form of the area, are not obtrusive and do not adversely impact on the streetscape, local amenity or views, in particular, when viewed from the sea.

4.4.7 Retail and Commercial Services

The area is well served by a range of retail and commercial services which includes several convenience shops, post office, hairdressers, cafés, public houses, restaurants and hotels.

Retail and Commercial Objectives

It is the objective of the Council:

Objective RS18

To encourage and facilitate a variety of retail services in accordance with the County Retail Strategy and additional commercial services, all of which improve the range of facilities for the local population and surrounding hinterland and increases the area's appeal for tourists and it's year round service provision.

4.4.8 Residential

As set out in the Core Strategy, an additional population of 133 is allocated to Rosslare Strand between 2021-2027. This equates to 90 additional households. It is intended to deliver all of these new dwelling units on lands in a sequential manner within the built-up footprint of the settlement area as per Section 4.4.6, achieving more than 30% envisaged by NPO 3c in the NPF.

Residential Objectives

It is the objective of the Council:

Objective RS19

To ensure that new residential developments comply with the relevant objectives and development management standards in Volume 1 and Volume 2 of the County Development Plan, in particular, those pertaining to density, unit type and mix, private open space, public open space, permeability with an emphasis on walking and cycling provision, car parking and other relevant requirements.

Objective RS20

To promote and facilitate the provision of serviced residential sites in the village subject to complying with normal planning and environmental criteria and the development management standards contained in Volume 2.

Objective RS21

To promote the development of social and affordable housing to meet the housing needs of the residents of the village.

Objective RS22

To have regard to the available capacity of the wastewater treatment plant and its seasonal capacity when assessing planning applications in the area.

4.4.9 Transport and Movement

Traffic volume through the village centre and the absence of sufficient car parking spaces is an issue for pedestrians in summer months and during school holidays in Rosslare. The volume of traffic during peak periods results in illegal parking and cars can be observed parked on double yellow lines, on footpaths and in entrance ways. Car parking facilities are not only used by staff, tourist and local residents but also by recreational users visiting the beach and wider settlement. Commercial traffic unloading in the village centre can also present an issue.

The absence of footpaths on one or both sides of the road is notable on some of the main walking routes within the settlement. (See Map 5). There are no footpaths on either side of the road over the bridges on Station Road and Mauritiustown Road or from the turn off to Burrow Park on Strand Road all the way out to end of the Peninsula.

A one way traffic management plan (for the southern section of Strand Road and Station Road) may be the solution with formalised parking on one side of the road with arrangements for cyclists and pedestrians.

A new 57.5km Greenway route has also been proposed centered around the out-of-service Rosslare Strand to Waterford rail corridor. In the village of Rosslare Strand up to where the route reaches the railway corridor, two options are being considered:

- **Option 1:** This involves a shared road: Cyclists and vehicular traffic would share the carriageway. There would be no significant change to vehicular traffic circulation.
- **Option 2:** This involves a one way circulation system on Station Road, Coast Road and Mauritiustown Road, which would facilitate the introduction of high quality facilities for pedestrians and cyclists.

Transport and Movement Objectives

It is the objective of the Council:

Objective RS23

To improve pedestrian and cycle facilities in general and particular crossings at junctions, to improve the quality and width, where appropriate, of all footpaths in the settlement plan area and improved access for people with disabilities and to provide cycle friendly routes to/from school with cycle parking facilities and encourage school to provide cycle training to all pupils.

Objective RS24

To require new developments to ensure that permeability is incorporated into the design of all new developments, in particular, opportunities to create local level linkages between developments and to increase permeability for all users, in particular pedestrians and cyclists in accordance with Objectives TV25 to Objective TV32 in Volume 1 Chapter 5 Design and Place-making in Towns and Villages.

Objective RS25

To support the development of the Rosslare Strand to Rosslare Europort Greenway proposal and any associated proposals for road/route adaption to accommodate this proposal.

Objective RS26

Map 5 indicates where additional accessible footpaths are required. These are locations where there are currently no footpaths of the road. The long-term objective shall be to provide accessible footpaths on both sides of the road, where feasible. However there are some places where this will not be feasible due to various constraints.

Objective RS27

To review on street parking arrangements in the village (to address, in particular, illegal/obstructive on-street parking in the summer months and at other peak times) and make improvements as required.

Objective RS28

To investigate:

- The feasibility of a local traffic management system with measures to prioritise pedestrian, cyclist and public transport movements throughout the settlement and to facilitate the complementary use of private car.
- Options to increase provision of fully accessible pedestrian footpaths and, in particular, arrangements for pedestrians crossing the bridges on Station Road and Mauritiustown Road.
- The feasibility of providing additional car parking facilities at appropriate locations to facilitate the greenway and tourism development generally and an unloading bay in the village centre.
- The feasibility of developing additional access points to the beach with cycle and parking facilities subject to environment assessments and compliance with the Habitats Directive; and
- The introduction of formalised cycle paths and walking routes.

4.4.10 Economic Development

Economic activity in the plan area is heavily focused on tourism, and it is considered that the greatest potential for economic and employment growth in the plan area lies in the further development of the local tourism product.

Tourism plays a significant role in attracting visitors including day trippers and holiday makers predominantly from the domestic market but also international due to the proximity to the Europort. This in turn helps with businesses in the area as well as the county and country as a whole. There are many opportunities available to further maximise the tourism potential of both the plan area and the surrounding area and this is discussed in further detail in Volume 1 Chapter 7 Tourism Development.

However there are possible other future economic development opportunities in the plan area and whilst demand has not been strong for employment sites in Rosslare Strand in the past, developments of this nature will be considered on appropriate sites in the village centre. This will be based around the following goals:

- To encourage tourism-related development at appropriate locations in the plan area.
- To ensure that new or expanded tourism developments respect the natural and built environment so that they do not damage the feature(s) that has attracted the visitor to the area in the first instance.
- To facilitate developments that may add to the tourism product, extend the tourist season and/or increase accessibility to attractions and facilities such as the development of the coastal path subject to compliance with normal planning and environmental criteria and compliance with EU Directives.
- To target the development of activity-based tourism and encourage strong year round occupancy of the resort.
- To encourage and facilitate appropriate employment opportunities in the settlement area to allow the area to be more self-sufficient in terms of employment and to provide the opportunity for people to work locally rather than commute outside the area for work.
- To encourage more employment in the village centre so as to provide additional footfall and potential spend for local businesses and to support the development of new businesses, thereby increasing the vibrancy and vitality of the area year round.

Tourist Accommodation

A range of tourist accommodation is necessary to attract visitors to the plan area including hotels, guesthouses, B&Bs, caravan and mobile homes, holidays homes, hostels and camping. Volume 1 Chapter 7 Tourism Development contains extensive policies on tourism development including tourist accommodation.

Touring Caravan Sites

There are no designated touring caravan sites in the plan area. Any demand for such uses shall be facilitated within the established caravan and mobile home parks and/or at another suitable location within the village subject to normal planning and environmental criteria including the protection of residential amenity.

Holiday Homes

In the past the plan area has experienced significant pressure for holiday home developments. Based on the level of holiday home development that has occurred and the limitation in available WWTP capacity, the plan confines any future development of this nature to the following:

- On appropriate site(s) in the village centre.
- Infill sites or sites in need of regeneration.

Camping and Glamping

There are no designated camping or glamping sites in the plan area. Any demand for such uses shall be facilitated within the established caravan and mobile home parks or on other appropriate sites within the village subject to normal planning and environmental criteria including the protection of residential amenity.

Hotels and B&Bs

There are two hotels and only one B&B in the plan area. The two hotels contribute significantly to the tourist accommodation product. The Council will encourage appropriate development to either expand or enhance facilities on these sites and would encourage additional B&B type accommodation in the area subject to compliance with normal planning and environmental criteria.

There are opportunities to promote green tourism packages and activity breaks in the area which would exploit the existing walkways, golf courses and water-based activities. There is also significant potential for small to medium tourism enterprises such as restaurants, pubs, craft shops, fishing boat trips and bicycle hire and bus tours.

Recognising the growth in the demand for holiday homes has highlighted the need for additional local services and facilities and for greater balance in the type and quality of future development in the area.

Economic Development Objectives

It is the objective of the Council:

Objective RS29

To ensure Rosslare Strand maintains and enhances its role as a valuable tourism destination in the county and to facilitate the development of appropriate tourism facilities, subject to normal planning and environment criteria and the development management standards contained in Volume 2.

Objective RS30

To support the development of sustainable tourism while avoiding conflict between tourism uses and other residents and village uses and amenities.

Objective RS31

To ensure the continuation and consolidation of Rosslare's commercial role in meeting the needs of both the local community and visitors. This will be achieved by enhancing the role of the village centre and upgrading and improving existing commercial activities.

Objective RS32

To work with Fáilte Ireland to encourage and facilitate tourist development that will

improve the area's tourist facilities and attractions, such as an appropriately located wildlife sanctuary and to seek to extend the holiday season. Such development should be suitably located, of a size and scale appropriate to the village and of a high quality design.

Objective RS33

To consider the development of holiday accommodation in accordance with the criteria set out above subject to the development being in keeping with the scale and character of Rosslare Strand and there being an appropriate balance between holiday homes and permanent homes, and compliance with normal planning and environment criteria and the development management standards contained in Volume 2. The design should positively contribute to and enhance the coastal landscape setting. The Council will also have regard to the available capacity in the wastewater treatment plant and its seasonal nature in assessing planning applications in the area.

Objective RS34

To facilitate the expansion of existing local services and businesses where appropriate and to facilitate the development of further local employment opportunities and in particular those with year round potential to address seasonality issues in accordance with the proper planning and sustainable development of the area.

Objective RS35

To support the development of new festivals and events in the settlement particularly to help encourage economic activity outside summer and schools holidays and to facilitate the growth of a more active year round resort.

Objective RS36

To support the development of a weekly artisan food and craft market at a suitable location in the settlement.

4.4.11 Recreation and Open Space

The provision of recreational facilities and amenities such as open spaces, public seating, footpaths, trails, playing fields, play areas and community halls can enhance well-being, encourage people to be active and promote safe community interaction and socialising. The village 'green'/parks are important amenities in terms of their function as well as their visual appeal.

Recreation and Open Space Objectives

It is the objective of the Council:

Objective RS37

To provide a new connected green infrastructure of local corridors and hubs, along streams and the coastline and to provide for improved quality and connectivity of biodiversity, amenity and local water management along the corridors and within and adjoining the settlement.

Objective RS38

To protect views and the coastal zone.

Objective RS39

To examine the feasibility of reopening the disused Rosslare Europort to Waterford Railway as a sustainable transport corridor which would accommodate a reopened passenger and freight line and a greenway for active travel and amenity use. The Council will seek appropriate funding to facilitate the development of this important corridor between Rosslare Europort and Belview and Waterford MASP.

Objective RS40

To co-operate with and facilitate the Tidy Towns Association and other voluntary groups and associations in improving the appearance and environmental quality of Rosslare.

Objective RS41

To promote the development of allotments/community gardens on suitable sites within the settlement area, taking into account the demand for such facilities.

Objective RS42

To support the development of an outdoor recreation centre in the village.

Objective RS43

To ensure development is in accordance with the objectives outlined in Volume 1 Chapter 12 Coastal Zone Management and Marine Spatial Planning.

Objective RS44

To support the monitoring of coastal erosion in and adjoining the settlement and the carrying out of appropriate remedial action where appropriate and subject to compliance with all relevant EU and national legislation and guidance and normal planning and environmental criteria.

Objective RS45

To enhance animation and interpretation at key heritage sites (in particular for Rosslare Fort site at tip of Burrow) and augment existing networks and trails with additional sites and material to create new visitor experiences without impact to or disturbance on natural features and habitats.

Objective RS46

To embrace the coastal location and natural heritage of the settlement which is important in defining the place quality of Rosslare Strand and ensure they are integrated into and respected in future development in the area and by managing coastal erosion, flooding and coastal habitats in line with relevant EU and national legislation and guidance and all other normal planning and environmental criteria.

Objective RS47

To support the development of a greenway from Rosslare Harbour to Rosslare Strand subject to the this being achieved in a manner which does not prejudice the operation of existing or reopening of disused lines and subject to compliance with the Habitats Directive.

4.4.12 Community and Education

There is ample provision for the community and education needs of the settlement of Rosslare Strand.

Community and Education Objective

It is the objective of the Council:

Objective RS48

To support the continued development, maintenance and upgrading of the community and sports centre to serve the needs of the local and visitor population of Rosslare Strand.

Objective RS49

To support development of the school to accommodate the future needs of the settlement.

4.4.13 Surface Water, Flooding and Erosion

As noted in Section 4.3.9 flood risk is present along the western fringe of the settlement of Rosslare Strand and is predominantly linked to a tidal influence. The development of these lands should be avoided and all future planning applications will be screened for flood risk, and may require the submission of an appropriately detailed site-specific flood risk assessment. Volume 1 Chapter 9 Infrastructure Strategy and Volume 11 Strategic Flood Risk Assessment contain detailed objectives with regard to development in areas at risk of flooding.

Given the drainage characteristics of the area and given that the natural surface water discharge leads to the adjacent natural heritage areas, careful consideration of surface water proposals in accordance with SuDS principles are required to both reduce the risk of flooding and to protect the heritage sites.

The Geological Survey Ireland (GSI), in partnership with the Discovery Programme through the CHERISH project, is surveying sections of the Irish coastline and producing digital elevation models. In Rosslare, a 200m section of an eroding sediment cliff was surveyed in 2017 and in 2018. Up to 4m change in elevation was seen with nearly 5,800 m³ of material eroded as the shoreline retreats. This is not uniform, with erosion focused at discrete regions on the shoreline. Interestingly, nearly 5,300 m³ of sediment was deposited within the studied area, meaning that while erosion is occurring, much of that material is not moving far. In total, only 500 m³ of sediment transported out of the studied region, perhaps just offshore.

This type of data is essential for informed decision making in the area and will be used for the management of infrastructure, land-use and planning, and for future climate-change adaptation and mitigation. The Council will continue to work with the GSI and the OPW to ensure that risks posed by coastal erosion are carefully managed so as to protect people, property and coastal habitats.

Surface Water, Flooding and Erosion Objectives

It is the objective of the Council:

Objective RS50

To ensure that new development is avoided in areas at risk of coastal erosion to the greatest extent practicable.

Objective RS51

Development shall be prohibited where it poses a significant or potential threat to coastal habitats or features, and/or where the development is likely to result in adverse patterns of erosion or deposition elsewhere along the coast.

Objective RS52

To only consider developments where they will not result in an increase in coastal erosion, either at the subject site or at another location in the vicinity subject to compliance with relevant EU and national legislation and guidance and all other normal planning and environmental criteria.

Objective RS53

To consider the carrying out or facilitation of environmentally sensitive coastal protection works where appropriate and subject to the works being suitably designed and where it is demonstrated that the works would not exacerbate existing problems of coastal erosion or result in altered patterns of erosion, deposition or flooding elsewhere along the coast to the detriment of other properties, important habitats, coastal features or Natura 2000 sites.

Objective RS54

To require developments to incorporate SuDS principles for surface water drainage proposals that adequately protect the Natura 2000 conservation sites that adjoin the village and to limit the discharge of appropriately treated surface water to two litres per hectare per second to an appropriate outfall.

Objective RS55

To ensure that all future developments in the settlement area are screened for flood risk and comply fully with the requirements of the Planning System and Flood Risk Management - Guidelines for Planning Authorities (DEHLG and OPW, 2009) and Circular PL2/2014 and any future update of these guidelines, the County Strategic Flood Risk Assessment (Volume 11) and Chapter 9 Infrastructure in Volume 1 Written Statement.

SECTION 4

Maps

Legend
— Proposed Footpaths



Rosslare Strand



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Title: Objectives

Drawn by: NK

Checked by: PD

Date: 13.06.2022

Map No: 5