

% 48 Cúl na Gréine,
Cill Ruáin,
Co. Loch Garman
22nd of January 2026

An Coimisiún Pleanála,
64 Marlborough Street,
Dublin 1, D01 V902

An Coimisiún Pleanála: Case Reference: OA26.323952

Operator: Iarnród Éireann

Development Address: Rosslare Europort, County Wexford

Applicant Details:

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Purpose of Application- Submission on proposed ORE Development

Submission on Proposed ORE-Related Development at Rosslare Europort

Submission to An Coimisiún Pleanála (2025)

“All that makes existence valuable to anyone depends on the enforcement of restraints upon the actions of other people.”

— John Stuart Mill, *On Liberty*

Submitted by: Kilrane Concerned Residents' Group

Contact: kilraneconcernedresidents@gmail.com

Executive Summary

This submission is in relation to the proposed ORE-related development at Rosslare Europort. We feel that **at this time** that it cannot go ahead currently on the grounds that it would result in a further intensification of heavy goods vehicle (HGV) traffic through Kilrane Village, without the provision of essential road safety and access infrastructure. The recent publication of the “Sectoral Investment Plan for Transport 2026 to 2030” by the Government has now clarified the proposed timeline for the commencement and completion of the M11 as it applies to our area. It is now reasonable to assume that the community will not benefit from a bypass of Kilrane village until 2036, at the earliest. This new information has left us with no option but to submit a strong and detailed submission regarding the recent application for the further development of the Europort, as we feel that it will result in a further intensification of heavy goods (HGV) and other vehicles through the village of Kilrane without the provision of road safety and access infrastructure.

Kilrane is a small but expanding residential village which already experiences exceptional levels of port-related HGV traffic as a direct consequence of Brexit-related changes to Rosslare Europort operations. The village contains **Kilrane National School, a DEIS primary school with a Special Educational Needs (SEN) unit**, located directly at the junction of the **N25 national road and the L7102 (St Helen’s Road)**. This junction is demonstrably unsuitable for sustained or intensified HGV movements.

The proposal fails to address:

- The safety of children and other vulnerable road users;
- The physical limitations and legal non-compliance of the L7102;
- The cumulative impact of port-related development on a residential settlement;

- The objectives of the Wexford County Development Plan, National Planning Framework and national road safety policy.

This submission is **not in opposition to the development in principle**. Kilrane residents recognise the national and regional importance of Rosslare Europort. However, development must proceed in a **proper sequence**.

Since January 2021, the residents of Kilrane have, in effect, **shouldered the immediate and ongoing impacts of Brexit-related national policy decisions** in the public interest. We have also not opposed earlier necessary development at the Europort. The community has absorbed unprecedented increases in HGV traffic, environmental degradation, safety risk and loss of amenity, without the timely delivery of the infrastructure repeatedly identified in planning policy as necessary mitigation.

This reflects a fundamental aspect of the **social contract** between citizens and the State: communities will support nationally significant development where it is necessary for the common good, **provided that the State, in turn, accepts responsibility for protecting those communities from disproportionate harm**. Kilrane has fulfilled its side of this social contract. It is now incumbent on Government, State agencies and the planning system to fulfil theirs.

Further intensification of port-related traffic through Kilrane must not be permitted until a bypass or equivalent relief infrastructure is delivered, and other mitigation measures.

1. Introduction

We are residents of Kilrane Village, County Wexford. Since January 2021, the implementation of Brexit has resulted in a dramatic increase in freight traffic through our village. This increase has fundamentally altered the character, safety and liveability of Kilrane.

The current proposal would exacerbate an already unsafe situation, particularly in the immediate vicinity of Kilrane National School. We submit that granting permission in the absence of critical infrastructure upgrades would be contrary to proper planning and sustainable development.

2. Planning Context and Policy Framework

Historic Relationship Between Kilrane, Rosslare Harbour and the Port

The Village of Kilrane and its environs have a **historic and close connection** to the more recent Village of Rosslare Harbour and the Port of Rosslare. Over time, the inhabitants of

Kilrane have become deeply involved in, and supportive of, the growth and economic development of the port and the surrounding area.

However, it is unfortunate that successive planning decisions have failed to adequately assimilate the fact that the **N25 now functions as an impermeable barrier** to both vehicular and pedestrian connectivity between Kilrane, Rosslare Harbour and the port. Rather than facilitating safe integration between these settlements, the N25 has increasingly severed Kilrane, contrary to the stated objectives of the Wexford County Development Plan.

Of particular concern is the establishment over the past two decades of **two ad hoc business parks on the L7102 (St Helen's Road)**, zoned for light industrial use and now largely occupied by operations closely connected to the port and dependent on frequent HGV movements. The location of these facilities on a local secondary road, within the heart of a growing residential village and immediately adjacent to Kilrane National School, has created a **poor, unnecessary and potentially dangerous planning outcome**.

These developments have given rise to:

- Routine HGV movements **24 hours a day, seven days a week**, often extending beyond the assumptions of original planning permissions;
- Refrigerated HGVs operating overnight, causing persistent noise disturbance and sleep disruption for nearby residents;
- A continued **lack of adequate parking, marshalling and welfare facilities for drivers**, resulting in environmental and amenity impacts within residential areas.

The cumulative effect of these historic planning decisions has already placed Kilrane under severe and unsustainable pressure. **These issues highlight a clear failure of correct planning practices affecting Kilrane over many years, the consequences of which have crystallised and intensified since the implementation of Brexit in January 2021.** The proposed development would **further exacerbate these conditions**, intensifying HGV activity along the L7102 and through the village core, without resolving the fundamental infrastructural and locational flaws that have developed over time.

Relevant Objectives include:

Kilrane Village and its relationship with Rosslare Harbour are specifically addressed in the Wexford County Development Plan.

Relevant Objectives include:

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 RHK23

To require accessible footpaths to be delivered from Kilrane to Rosslare Harbour along the N25.

The Development Plan also recognises that Kilrane is **severed by the N25**, lacks pedestrian permeability, and suffers from a car-dominated environment. These deficiencies pre-date Brexit and have been significantly worsened since 2021.

The proposal before An Coimisiún Pleanála directly conflicts with these objectives by intensifying HGV traffic through a settlement already identified as constrained and vulnerable.

3. Existing Traffic Conditions and Cumulative Impact

Rosslare Europort became Ireland's number one port for direct European freight in 2021. In the first week following Brexit, freight traffic increased by approximately 500%. Since then, multiple additional European routes have been introduced, embedding a permanent step-change in traffic volumes.

Kilrane Village has absorbed a disproportionate share of this traffic due to the absence of a bypass. HGV movements now dominate the village environment throughout the day, including peak school hours.

HGV Parking, Congestion and Environmental Impact

A further and increasingly serious consequence of post-Brexit port growth has been the **chronic lack of adequate HGV parking and marshalling facilities** serving Rosslare Europort.

During periods of ferry delay, particularly due to adverse weather conditions, HGV drivers have routinely been forced to park:

- On hard shoulders of the N25 and local roads;
- Along narrow local lanes serving Kilrane and surrounding townlands;
- On green areas and open spaces within residential estates;
- In locations never designed or intended for prolonged HGV parking.

This practice presents clear **road safety risks**, obstructs visibility and access for residents and emergency services, and further degrades residential amenity.

In addition, the absence of proper welfare and sanitation facilities for drivers has resulted in the widespread and distressing issue of **discarded bottles of urine and other waste** in roadside verges, lanes and green areas throughout the Kilrane area. This represents an unacceptable

environmental and public health issue for a residential community, particularly one with children, schools and recreational facilities.

These impacts are **directly linked to the scale and intensity of port operations since Brexit** and demonstrate that existing infrastructure is already operating beyond capacity.

The proposed development would further intensify port-related traffic and operational pressure without first addressing these well-documented deficiencies. Granting permission in advance of adequate HGV parking, marshalling and driver welfare facilities would therefore exacerbate an existing and unresolved problem, contrary to proper planning and sustainable development.

Traffic data, petitions signed by over 700 residents, and accident reports included in the appendices demonstrate that this is not a theoretical concern but a lived daily reality.

4. Failure to Provide Safe and Sustainable Access

Kilrane as a Functional Community Hub

Kilrane Village functions as the **primary community hub** for the wider Kilrane–Rosslare Harbour area. It is the location of the primary school, bus stops, community centre and playschool. As a result, **large numbers of children and residents walk along and cross the N25 and adjoining local roads on a daily basis.**

The N25 also serves as Kilrane’s principal connection to Rosslare Harbour, where essential services including the supermarket, post office and other everyday amenities are located. Conversely, residents of Rosslare Harbour rely on the N25 to access Kilrane National School, the community centre, childcare facilities and local social amenities.

The two settlements are therefore **functionally interdependent**, and this interdependence is formally recognised in planning policy, seen in the pattern of residential expansion to the south and east of the N25. Over time, Kilrane and Rosslare Harbour will increasingly **merge as a single urban and community area.**

In this context, the continued use of the N25 as a high-volume HGV freight corridor through the centre of this shared community creates an inherently unsafe and unsustainable environment for daily life. Given the scale of traffic, the lack of safe pedestrian permeability and the concentration of community infrastructure at this location, it is the residents’ firm belief that **a serious accident is not a question of if, but when,** unless decisive action is taken.

4.1 Kilrane National School

Kilrane National School is located at the junction of the N25 and the L7102. It is one of very few primary schools in Ireland situated directly on a national road, and the only such school on the former Euroroute 1 between Rosslare Harbour and Belfast.

The school environment includes:

- A DEIS-designated student population;
- A Special Educational Needs unit located less than 20 metres from the junction;
- A pre-school and childcare facility directly opposite (noting that the former pre-school in the community centre has recently closed; however, detailed plans and drawings are currently being progressed, supported by funding streams including **LEADER**, the **Community Recognition Fund** and the **Community Centre Investment Fund**, to deliver a **new dedicated creche facility at Kilrane Community Centre**. This project is intended to allow both the community centre and the childcare facility to flourish in parallel, delivering significant social and economic benefit to the area and providing high-quality childcare **immediately adjacent to Kilrane National School**, to the particular benefit of parents and children in the community);
- After-school, sports and community activities extending beyond standard school hours.

The intensity and nature of HGV traffic at this location creates an unacceptable risk to children, parents and staff.

4.2 Unsuitability of the L7102 (St Helen's Road)

The L7102 is a local secondary road, under 4 metres wide in places. It is physically incapable of safely accommodating routine HGV movements.

HGVs accessing and exiting this road from the N25 are frequently required to:

- Cross continuous white lines;
- Use the incorrect side of the carriageway;
- Perform turning manoeuvres that are incompatible with Road Traffic General Bye-Laws.

These movements occur daily at a school junction and represent a clear and foreseeable danger.

4.3 Vulnerable Road Users

Children, including those with additional educational needs, cannot be expected to manage such risks. The planning system has a particular duty to protect vulnerable users, especially where risks are predictable and well documented.

Traffic calming or time-based restrictions are not an adequate solution in a living school environment where arrivals, departures and activities are inherently variable.

5. Development Plan Compliance and Settlement Strategy

The Wexford County Development Plan envisages Kilrane as a growing residential settlement with:

- An expanding primary school;
- Enhanced community facilities;
- Improved pedestrian and cycling connectivity;
- Tourism and recreational development along the L7102, designated as a green and tourist route.

These objectives are fundamentally incompatible with further intensification of HGV traffic through the village.

Lands to the south of Kilrane are earmarked for residential growth, while lands to the north are designated for industrial and port-related development. A bypass or relief road is therefore not only logical but essential to the coherent delivery of the Development Plan.

6. Quality of Life, Environment and Tourism

Kilrane and Rosslare Harbour are heavily reliant on tourism linked to St Helen's Holiday Village, golf facilities, beaches and coastal amenities.

Excessive HGV traffic undermines:

- Pedestrian and cyclist safety;
- The attractiveness of the area to visitors;
- The wellbeing of residents, including an above-average elderly population.

The proposal runs counter to national climate, active travel and rural development policy, all of which emphasise compact growth, reduced car dependency and high-quality living environments.

7. Exceptional Cumulative Impact and Proper Planning

A central consideration for An Coimisiún Pleanála in assessing this application is the **exceptional cumulative impact** of successive port-related developments on Kilrane Village since January 2021.

The impacts experienced in Kilrane do not arise from this proposal in isolation, but from the **combined and compounding effects** of:

- Brexit-related restructuring of freight routes;
- The rapid escalation in HGV volumes associated with Rosslare Europort;
- The historic absence of a Kilrane bypass or relief road;
- The siting of critical community infrastructure, including a DEIS primary school and SEN unit, directly on the principal freight route (it must be noted that the school predates Brexit and is at the heart of the village)

Taken together, these factors have created an **exceptional planning context**, where further incremental development would give rise to **disproportionate harm** to a small, identifiable and vulnerable community.

Cumulative impact is a well-established principle of the planning system. Where the residual capacity of local infrastructure has been exceeded, it is neither reasonable nor sustainable to permit further intensification without first delivering mitigating infrastructure. In this case, the evidence demonstrates that Kilrane has already exceeded that capacity.

The exceptional nature of the cumulative impact is further underscored by:

- The presence of a national school, SEN unit and childcare facilities at the affected junction;
- Persistent and documented non-compliant HGV manoeuvres on the L7102;
- The recognition within the Development Plan that the village is already severed and constrained;
- The absence of any realistic short-term mitigation other than traffic removal through a bypass.

It is also relevant in land-use planning terms that an Upper Tier Seveso establishment (RocheFreight Warehousing Ltd) is located along the N25 corridor in the Rosslare Harbour–Kilrane area.

EU and national planning policy require that land-use patterns in the vicinity of such sites take account of major accident hazard considerations and avoid unnecessary concentrations of traffic and vulnerable populations where practicable.

The continued intensification of heavy freight traffic along this corridor, combined with the absence of a Kilrane bypass or relief route, is inconsistent with the precautionary and risk-management principles that underpin Seveso-related land-use planning.

The provision of a bypass or alternative routing for through-HGV traffic would represent good planning practice in minimising exposure and managing cumulative risk along this strategic corridor.

In these circumstances, the principle of **proper planning and sustainable development** requires that development be **sequenced**, rather than allowed to accumulate harm incrementally. Failure to address exceptional cumulative impacts at this stage would undermine public confidence in the planning system and expose vulnerable road users to foreseeable and avoidable risk.

7.1 Reasonable Alternatives

The objection is not to offshore renewable energy development or to the strategic role of Rosslare Europort. Reasonable alternatives exist which would allow national objectives to be achieved without imposing further harm on Kilrane, including:

- sequencing development to follow delivery of a Kilrane bypass or relief route;
- directing haulage-intensive uses to lands with direct port access;
- consolidating port-related logistics within areas already served by appropriate infrastructure.

In circumstances where reasonable alternatives exist, the planning system should not permit an outcome that gives rise to foreseeable and avoidable risk.

The risks identified in this submission are not speculative; they are foreseeable, documented and already occurring, and therefore demand proactive intervention rather than post-incident response.

8. Section 47 Community Benefit and Planning Gain

The concept of proper planning requires that development occurs in a sequence that does not impose disproportionate harm on established communities.

In this case:

- The risk is foreseeable;
- The affected population is identifiable and vulnerable;
- The mitigation (a bypass or equivalent relief infrastructure) is known and already partially progressed elsewhere in the port area.

To permit further intensification without first resolving these constraints would be inconsistent with proper planning and sustainable development.

Under **Section 47 of the Planning and Development Act 2000 (as amended)**, a planning authority or An Coimisiún Pleanála may attach conditions to a grant of permission requiring the payment of a **special contribution** where a development will benefit from, or place additional demands on, public infrastructure or facilities provided or to be provided by a local authority.

In this instance, the cumulative development of Rosslare Europort since Brexit has placed an **exceptional and disproportionate burden** on the community and infrastructure of Kilrane Village, despite Kilrane deriving no direct benefit from the port-related development generating this traffic.

Should An Coimisiún Pleanála be minded to grant permission for this Stage 2 development, it is submitted that a **Section 47 community benefit contribution** must form part of any planning conditions, specifically directed towards:

- The delivery of a **Kilrane HGV bypass or equivalent relief road** linking with the Rosslare Harbour Port Access Road;
- The **redesign and signalisation** of the N25 / L7102 junction adjacent to Kilrane National School;
- The provision of **continuous footpaths and safe pedestrian crossings** between Kilrane and Rosslare Harbour;
- **Traffic calming, speed reduction measures and enforcement infrastructure** in the vicinity of Kilrane National School and childcare facilities;
- Measures to mitigate noise, vibration and air quality impacts on residential areas and the school environment.

It is further submitted that any Section 47 community benefit contribution should be structured so that it is **accessible directly by the local community**, in a manner comparable to community benefit funds associated with **solar and wind energy developments**. It is suggested, by way of example, that the scale of such a fund could be transparently linked to a **small percentage of the per-lorry or per-trailer charges levied at Rosslare Europort**, noting that charges of approximately **€70 per trailer** applied up to 2022 and are likely to have increased in line with the cost-of-living crisis. This would provide a proportionate, activity-linked and predictable mechanism for funding community safety and mitigation measures.

This would include:

- The establishment of a **ring-fenced community benefit fund** linked to the development, with eligibility extending to **Kilrane Village, Rosslare Harbour, and other communities within a defined and reasonable distance of Rosslare Europort** which experience demonstrable impacts arising from port-related activity;
- Governance arrangements that allow **local community representation** in determining priorities for expenditure;
- Eligibility for funding for **community-led safety, accessibility, environmental and wellbeing projects** within Kilrane and its immediate hinterland;
- Transparent criteria and reporting requirements to ensure accountability and effective delivery.

Such an approach would recognise that Kilrane is bearing the externalised impacts of nationally significant infrastructure, while ensuring that the community has a meaningful role in shaping mitigation and enhancement measures that directly affect daily life.

The justification for a community-accessible benefit fund is further strengthened by the **ad hoc and piecemeal nature of port-related planning in the Kilrane–Rosslare Harbour area to date**. Over time, haulage yards, logistics facilities and port-related services have become **scattered across the local road network**, particularly along the L7102 and the N25 corridor, without an overarching spatial vision or integrated transport strategy. As a result, the impacts of port activity are not confined to a single location but are experienced continuously throughout the community.

In this context, the community will continue to experience the consequences of port-related haulage activity **for as long as Rosslare Europort operates**, irrespective of the individual merits of any single planning application. This reality distinguishes Kilrane from communities affected by time-limited construction impacts and supports the case for a **long-term, locally accessible community benefit mechanism**.

It is also material that **further port-related developments are currently proposed or in planning along the existing N25 corridor**, including a **truck wash facility and a lorry fuel depot**, both of which would further entrench HGV movements through the village and compound existing impacts. These proposals underline that the cumulative effects on Kilrane are set to **increase rather than diminish**.

In addition, the absence of any confirmed programme, to restore or expand rail freight capacity from Rosslare Europort in the short to medium term has removed what had been widely understood as a key long-term mitigation measure for haulage activity. In the absence of meaningful rail freight capacity, there is **no realistic prospect of modal shift away from road-based freight in the medium to long term**. Accordingly, road haulage volumes through Kilrane are likely to continue to grow, particularly in light of this proposed new development.

Taken together, these factors demonstrate that a Section 47 community benefit fund is not a short-term or discretionary measure, but a **necessary and proportionate response** to the enduring, cumulative and structurally embedded impacts of port-related development on Kilrane Village.

This model is not without precedent. Community benefit funds linked to **strategic infrastructure**, most notably **wind energy and solar developments**, are now well established within the Irish planning system (see Department of the Environment, Climate and Communications, *Community Benefit Framework for Renewable Energy Developments*, and associated planning practice). In those cases, community benefit mechanisms are routinely accepted as an appropriate means of addressing the localised impacts of development of national or regional importance. A comparable approach is justified here, where port-related development generates concentrated and enduring impacts on a clearly defined host community.

Indicative Community Benefit Schedule (for inclusion as a planning condition)

Without prejudice to the discretion of An Coimisiún Pleanála in setting conditions, it is submitted that any Section 47 contribution could be structured along the following lines:

- The developer shall provide a **ring-fenced Community Benefit Fund** linked to the permitted development;
- The fund shall be **administered independently**, with agreed local community representation;
- Eligible projects shall include, but not be limited to:
 - Road and pedestrian safety measures;
 - School and childcare safety enhancements;
 - Active travel and accessibility projects;
 - Environmental mitigation and public realm improvements;
 - Community health and wellbeing initiatives;
- The fund shall operate on the basis of **transparent criteria**, public reporting and annual review;
- Expenditure priorities shall focus on **Kilrane Village and its immediate hinterland**, reflecting the location of impact.

This schedule is intended to illustrate a reasonable and proportionate framework, consistent with established practice, rather than to fetter the discretion of the decision-maker.

Such a condition would be consistent with the purpose of Section 47, ensuring that the costs of infrastructure required as a direct consequence of development are not unfairly borne by an existing community, particularly where that community includes a DEIS school and vulnerable road users.

The imposition of a Section 47 contribution would also align with the principles of **proper planning and sustainable development**, the **polluter pays principle**, and national policy objectives relating to road safety, social equity and community wellbeing.

9. Conclusion and Request

Kilrane has already absorbed the initial impacts of Brexit-related port expansion without adequate mitigation. The community cannot safely absorb further intensification.

We therefore respectfully request that An Coimisiún Pleanála:

- Refuse permission for the proposed development **at this time**, or
- Alternatively, defer any grant of permission until the following **pre-requirements** are met:

- The delivery of a **Kilrane HGV bypass or equivalent relief infrastructure**, removing port-related freight traffic from the village core;
- The provision of **adequate HGV parking, marshalling and driver welfare facilities** serving Rosslare Europort, sufficient to prevent HGV parking on public roads, residential lanes and green areas during routine operations and periods of ferry delay;
- The redesign of **school-adjacent junctions** to appropriate national safety standards;
- The delivery of **pedestrian and cycling infrastructure** in accordance with the Wexford County Development Plan;
- The establishment, by condition, of a **Section 47 community benefit fund**, accessible directly by the local community and structured in a manner comparable to renewable energy community benefit schemes, to address safety, accessibility, environmental and wellbeing impacts arising from port-related development.

This approach would allow for the continued strategic development of Rosslare Europort while ensuring that essential infrastructure, community safety, and meaningful local benefit are secured **in advance of further intensification**, in accordance with proper planning and sustainable development.

Granting permission in these circumstances would set a precedent whereby communities hosting nationally significant infrastructure are required to absorb escalating risk without corresponding mitigation.

Le dea-mhéin,



Darren Ó Ceallaigh

On behalf of Kilrane Concerned Residents' Group



Rachel Mason

10. Guide to Appendices and Evidential Weight

The appendices accompanying this submission are provided to assist An Coimisiún Pleanála by evidencing the matters raised in the body of the objection. For ease of reference, their purpose is summarised below.

For clarity, the appendices perform the following functions:

- **Appendix A** – Policy compliance and planning hierarchy (primary weight)
- **Appendices (i)–(ii)** – Demonstrated community concern (scale and longevity)
- **Appendices (v), (vi), (xv)** – Road safety risk and child vulnerability (high weight)
- **Appendices (vii), (viii), (x)** – Traffic volume and speed data (objective evidence)
- **Appendices (xi)** – Absence of rail mitigation (future impact context)
- **Appendices (xiii), (xiv)** – Physical road constraints and non-compliance (design failure)

Appendix A: Referenced Policy, Plans and Legislative Framework (Ordered)

This appendix sets out the **relevant provisions, objectives and principles** from the policies, plans and legislative frameworks referenced in this submission. It is intended to assist An Coimisiún Pleanála by clearly identifying how the objections raised arise directly from established planning and policy requirements.

A1. European and International Frameworks

United Nations Declaration of Human Rights (1948)

Establishes the right to equality before the law, personal security, protection of the family, and a social order in which rights can be realised. These principles are engaged where development gives rise to foreseeable risks to safety and wellbeing within an identifiable community.

European Communities Act 1972 & 2007 (as amended)

Incorporates EU law into Irish planning and environmental decision-making, including

obligations relating to environmental protection, assessment of cumulative impacts, and the precautionary principle.

International Transport Forum – Road Safety Report: Ireland (2021)

Highlights Ireland's ongoing challenges in protecting vulnerable road users and emphasises the need for systemic, infrastructure-led safety interventions rather than behavioural measures alone.

A2. National Planning and Spatial Policy

National Planning Framework – Project Ireland 2040

The National Planning Framework explicitly acknowledges that past planning failures, including uncoordinated growth and infrastructure-led sprawl, have caused long-term harm to communities and places. The Framework states that Ireland has previously "allowed the country to sprawl and develop without a coherent plan, and to the detriment of many of our places and our people", noting that many communities experienced difficulty precisely because there was **no shared vision and no plan**.

Project Ireland 2040 represents a deliberate shift away from such outcomes, seeking to bring Government departments, agencies, State bodies and local authorities together behind a **single vision and a shared set of strategic objectives** for rural, regional and urban development. Central to this approach is the principle that development must be **joined-up, sequential and infrastructure-led**, and that national objectives should not be pursued at the expense of local communities.

In Kilrane, the accumulation of port-related development without the timely delivery of supporting infrastructure demonstrates the very failures the National Planning Framework seeks to correct. The current situation reflects fragmented decision-making rather than a coherent or shared vision for the Kilrane–Rosslare Harbour area. Considered in isolation, the proposed development does not represent a single vision or a shared set of goals for the community, but rather a continuation of piecemeal planning that has already undermined safety, residential amenity and quality of life. This approach is fundamentally inconsistent with the intent and direction of Ireland 2040.

National Development Plan 2021–2030

While supporting nationally significant infrastructure, the NDP requires that adverse local impacts are mitigated and that communities hosting such infrastructure are not subjected to disproportionate harm. The experience of Kilrane demonstrates that mitigation has not kept pace with development, leading to a **policy imbalance** where national economic objectives have overridden local safety and wellbeing.

Introducing the Planning System (Department of Housing, Local Government and Heritage)

This guidance stresses that proper planning must balance national priorities with local interests, and that cumulative impacts and community effects are material considerations. The situation in Kilrane illustrates the consequences of failing to apply these principles in practice, resulting in outcomes inconsistent with the stated purpose of the planning system.

Our Rural Future: Rural Development Policy 2021–2025

This policy emphasises vibrant, safe rural settlements, community participation, protection of rural schools and access to services. The degradation of Kilrane’s living environment and the marginalisation of community concerns represent a **failure to deliver the people-centred, place-based approach** advocated by Our Rural Future.

A3. National Sectoral and Cross-Government Strategies

Sustainable, Inclusive and Empowered Communities – Strategy

This strategy emphasises that communities must be **properly supported, enabled and empowered** to participate meaningfully in decisions that affect them. It seeks to ensure that communities are served by **robust and sustainable community and voluntary organisations**, that they have the **means and opportunity to shape decision-making**, and that governance processes are **fit for purpose**.

The establishment of the Department of Rural and Community Development in 2017 reflects a cross-government commitment to promoting **vibrant, inclusive and sustainable communities**, particularly in rural areas. The Department’s mission to support community participation, inclusion and wellbeing is directly engaged where development decisions impose disproportionate impacts on a local community without effective mitigation or meaningful engagement.

In the case of Kilrane, the prolonged exposure of residents to unsafe traffic conditions, environmental degradation and loss of residential amenity **demonstrates that the outcomes on the ground are inconsistent with the stated objectives**. Despite sustained community engagement, petitions and submissions, residents’ ability to influence outcomes affecting their safety and quality of life has been limited. This disconnect between policy intent and lived experience undermines the principles of empowerment, inclusion and participative governance that underpin the strategy.

Climate Action Plan 2021

Commits to reducing vehicle journeys, promoting compact growth, and improving air quality and active travel infrastructure in towns and villages.

Healthy Ireland Framework

Recognises that the built environment directly affects physical and mental health, and that safe, accessible environments are essential for children and vulnerable groups.

Healthy Wexford County Plan 2020–2022

Seeks to improve physical activity, reduce health inequalities, and ensure that planning decisions support wellbeing, particularly through safe walking and cycling environments.

National Road Safety Strategy / Road Safety Authority Guidance

Emphasises that children cannot be responsible for their own road safety and that infrastructure design must prioritise vulnerable users, especially in school environments.

A4. Primary Legislation and Statutory Instruments

Planning and Development Act 2000 (as amended)

The Act requires that development be assessed in the context of proper planning and sustainable development, including cumulative impacts and the protection of residential amenity and public safety. The persistent failure to address known and foreseeable risks in Kilrane indicates a breakdown in the effective operation of these statutory principles at local level.

Local Government Act 2001

The Act underpins participative local democracy and community involvement in decision-making. The prolonged experience of Kilrane residents, whose concerns have been repeatedly raised yet inadequately addressed, suggests that the spirit and intent of this legislation have not been fully realised in practice.

Road Traffic Acts and S.I. No. 294/1964 – Road Traffic (General Bye-Laws)

These instruments establish mandatory standards for road use and safety. The routine occurrence of non-compliant HGV manoeuvres at constrained junctions in Kilrane demonstrates a systemic failure to ensure that planning outcomes are compatible with road traffic law, undermining residents' rights to personal safety.

Bunreacht na hÉireann (Articles 40, 43 and 45)

The Constitution recognises personal rights, equality before the law and the principles of social justice and the common good. Where planning and infrastructure failures expose a community to foreseeable harm and erode quality of life, these constitutional values are engaged. The experience of Kilrane indicates that residents' rights to safety, wellbeing and equitable treatment have been materially undermined by cumulative planning failures.

A5. Regional and County Planning Policy

Wexford County Development Plan 2021–2027

The Development Plan explicitly recognises that Kilrane Village is constrained by the N25 national road, that the settlement is severed, and that pedestrian permeability, safety and village cohesion are deficient. Objectives RHK23 and RHK35 seek to improve connectivity, safety and

village amenity and to manage traffic associated with Rosslare Europort. The continued intensification of HGV traffic through the village, without the delivery of a bypass or equivalent relief infrastructure, represents a **failure to implement the stated objectives of the Development Plan**. This disconnect between policy and outcome has materially undermined residential amenity, road safety and community wellbeing in Kilrane.

Of particular relevance is **Objective TS66**, which provides a specific and limited exception to the general policy presumption **against direct access to the N25 from industrial lands located within the 100 kph speed limit zone**. The objective makes clear that such access may only be permitted in **truly exceptional circumstances**, subject to rigorous justification and assessment by the planning authority.

The inclusion of Objective TS66 demonstrates that the Development Plan anticipates the need for **carefully controlled, exceptional solutions** to traffic and access constraints in the Rosslare Harbour–Kilrane area, rather than the routine or incremental intensification of access arrangements through residential settlements. The policy framework therefore implicitly supports the delivery of alternative strategic access solutions, such as a **bypass or northern relief route**, where required to protect community safety and comply with national road standards.

Wexford County Development Plan – Volume 2 Settlement Plans (Kilrane)

The Settlement Plan envisages Kilrane as a growing residential community with an expanding primary school, enhanced community facilities, improved pedestrian and cycling connectivity, and tourism and recreational development along the L7102, designated as a green and tourist route. The historic siting of port-related industrial activity and routine HGV movements along the L7102 is fundamentally incompatible with these objectives. The failure to align land-use zoning, transport infrastructure and community development has resulted in **policy failure at settlement level**, with residents exposed to risks and conditions expressly contrary to the vision of the Plan.

Wexford County Development Plan: Two Year Progress Report (2025)

The following objectives in the CDP have been delivered/progressed since the adoption of the Plan:

- Pedestrian and cycle facilities (RHK21, RHK26, RHK55) - Improved footpath and cycle route completed from Kilrane School to Rosslare Harbour. A limited cycle facility has been provided along the west side of N25. WCC continues to liaise with the NTA on the delivery and promotion of active travel provisions in conjunction with public transport operators

The following objectives have not been progressed to date/will be progressed during the remainder of the Plan:

- Improve the public realm particularly in the village centre and along the approach roads to Rosslare Harbour (RHK07)
- Work with the Southern Regional Assembly and other identified stakeholders to prepare and implement a Regional Freight Strategy (RHK37)
- Examine the feasibility of reopening the disused Rosslare Europort to Waterford Railway as a sustainable transport corridor (RHK57).

It is clear that the goals and objectives for Kilrane have not been met to date and as a result any further development, without mitigation first, would result in significant and long-term adverse impacts on the village.

Wexford Local Economic and Community Plan (LECP)

The LECP promotes socially inclusive, safe and healthy communities, active citizenship, protection of vulnerable groups, and meaningful community participation in decision-making. The sustained exposure of Kilrane residents, including children and disadvantaged groups, to unsafe traffic conditions and environmental degradation demonstrates a **failure to translate LECP principles into practical outcomes**. The undermining of safety, health and participation erodes residents' confidence in local governance and weakens social cohesion.

Wexford County Council Corporate Plan 2019–2024

The Corporate Plan commits the Council to improving quality of life, road safety, environmental protection, community wellbeing and democratic engagement. The prolonged tolerance of unsafe conditions around Kilrane National School and within the village core indicates a **gap between corporate commitments and lived reality**. This gap has directly impacted residents' rights to safety, wellbeing and effective participation in local decision-making.

A6. Local Plans, Decisions and Supporting Material

Wexford County Council Decision (1 December 2020) – Rosslare Europort Access Road

Demonstrates recognition by the planning authority that port-related HGV traffic requires dedicated relief infrastructure to protect residential areas.

Kilrane–Rosslare Harbour Route and Settlement Studies

Acknowledge severance, car dominance and the need for improved permeability and safety in Kilrane Village.

Local Traffic Data, Accident Reports and Community Petitions

Provide empirical evidence of increased HGV volumes, unsafe conditions and sustained community concern since Brexit. See documentation below which reinforces the need to act now before granting permission to this development.

These petitions are not submitted as technical evidence, but as demonstration of the scale, persistence and consistency of community concern since January 2021.

(i) Petition from 2021 Post-Brexit Regarding Opposing Further Haulage Facilities in Kilrane Village- Petition Organised on MyUpLift.ie

Help Protect Our Children

To: Wexford County Council

Wexford County Council Planning Reference No. 20221303

We call on Wexford County Council to reject the planning application for a new haulage depot in Kilrane Business Park. We feel that the granting of planning permission for a new depot would be detrimental for our children, our school and to our community and we wish to oppose such a move.

Why is this important?

The traffic issues around our school with HGV usage have been exacerbated by Brexit and now pose life-threatening risks to the children of Kilrane National School everyday and to the residents of the Kilrane area. In summary;

Kilrane has been subjected to years of bad planning practices, Brexit has now made these HGV traffic issues around our school far far worse.

The safety issues around our national school are now at a life-threatening stage since the implementation of Brexit. And it is our fear that it is only a matter of time before someone is seriously injured at the school.

The long-term future of Kilrane and Rosslare Harbour as a livable residential areas is in danger, as well as the future of our very valuable tourist industry which is based around the affected area.

We wish for the businesses involved to stay in the Kilrane/Rosslare Harbour area as we have no issue with the businesses involved, just with their current proposed locations.

So we call on Wexford County Council to honour their promises to solve our traffic issues and to honour their statutory obligations to the residents, especially our children, and reject the planning permission application for a new haulage depot in Kilrane Business Park. The granting of such would be catastrophic for our children.

Our detailed objection letter will be ready shortly and we will make it public.

Please sign this petition by the 2nd of November 2022.

It will be delivered to Wexford County Council.

Signed by 119 people:

Name
Kilrane Concerned Residents
Stephen Kelly
Kay Hughes
Kyle Niemach
Fintan Duggan

Name

Mick Devlin

Brenda Keating

Karl Ennis

Brian Somers

Johanna O
Connell

Andrea Kelly

Michelle Noonan

Ken Noonan

Patricia Hudson

Lisa Uí Cheallaigh

olivia connor

Deirdre Druhan

Trish Newport

KATIE KEHOE

Gary McGuire

Daryl H

Rachel Mason

Sarah Mason

Margaret
O'Rathaille

jude Roche

Stephen Meagher

niamh page

Barry Brohan

Rose Doyle

Shou qiang
Chang

Larry Kehoe

Tony Mullen

Linda Butler

Karen Deans

Niamh Dennis

Nicola O'Connor

Name

Denise Byrne

Nicola Byrne

Breda Walsh

Karen Byrne

Darren Byrne

Tracey Byrne

Corinna Sheil

Pavel Simik

Lenka Skyvova

Stephen Johnson

Ciara Boyce

Aishling Nulty

June Rogan

Mary-Clare Byrne

Niamh O

Michelle Gent

Gillian Barry

V Kelly

Anita Ronan

Joanne Rose

Sandra Allen

Jessica Byrne

Ami H

Catherine
Connelly

Keira Furlong

Sarah El Ouahabi

Eileen Comerford

Sinead Kehoe

Amie Barry

Gavin Leniston

Denise Murphy

Denis Cronin

Name

Alice McCabe

Mandy Kehoe

Annette Horan

Rebecca Horan

Marie Barron

Darren Griffin

Dominic Bijl

Monica Bijl

Siobhan Cloake

Joan Geoghegan

Martyn Hughes

Pamela Murphy

Grace Browne

ClIr Ger Carthy

Darryl Cogley

Ann Borg

Tony Bond

Ann Bond

Linda Kinsella
Downey

Brendan Downey

Ciara Cheevers

Natasha Dwyer

Marie Carroll

Johnny Cheevers

Derek O Connor

Ingrid O'Connor

Martin O'Connor

Geraldine Kelly

Melinda Dirrane

David Dogonadze

Jim Rawson

Marie Murphy

Name

Deirdre Scallan

Barry McGuire

Mark McGuinness

Viktorija
Dogonadze

Rebeka
navickaite

Nicky White

Una Kennedy

Rachel Doyle

Rob K

Bill O Grady

Darren Ó
Ceallaigh

Paul Hughes

Orla-Simone
Taylor

Gytis Navickas

Sally Parle

TRACEY
O'CONNOR

Pavlina Jarman

Philip Browne

John Morris

(ii) Petition from 2021 Post-Brexit Regarding the Urgent Need for a Bypass of Kilrane-
Petition Organised on MyUpLift.ie

Fast-tracking of a Bypass of Kilrane Village

To: Rialtas na hÉireann/The Irish Government

We call upon the Irish Government to fast-track a bypass of Kilrane Village in light of the increased traffic on the N25 going through the village to access Rosslare Europort since the implementation of Brexit in January 2021. We must stress that as a community that we are delighted to see Rosslare Europort thriving and welcome the added wealth and prosperity that this will bring to the whole area, but life in Kilrane Village should not be adversely affected by this. We welcome the announcement in December 2020 of a new access road to Rosslare Europort. We request that Kilrane be included as part of this new access road development and for the new access road to link north of Kilrane Village as a matter of urgency. We request this in light of the fact that Kilrane National School sits on the N25 and this increase in HGV traffic passing the school poses a great risk to the children of the school and area.

We greatly welcome the progressive decision taken by Wexford County Council on the 1st of December 2020 regarding the new access road to Rosslare Port, a decision rectifying many issues around Rosslare Harbour regarding the transportation of freight in the area. We feel strongly as residents of Kilrane Village, that we should be afforded the same solutions to the same problems as were afforded to Rosslare Harbour. We urge the Irish Government to begin the process of urgently rectifying these issues and to begin discussions with all the relevant stakeholders to bring these issues to a safe and satisfactory conclusion for all, especially for the children of this area. We believe that our proposed solutions fit in with the strategic aims for Kilrane and Rosslare Harbour.

Why is this important?

The fast-tracking of a bypass of Kilrane Village is crucial to the safety of the children of the area as Kilrane National School sits directly on the N25. Haulier traffic in the port increased 500% in the first week of Brexit.

The increase in traffic since Brexit we believe also creates many current problems and potential future problems in the development of Kilrane Village and for the quality of life of the residents of the village and surrounding area. We believe that the issues highlighted in the attached full petition cover the concerns of the residents of Kilrane and the surrounding area.

The full detailed petition can be viewed at this link:

https://drive.google.com/file/d/1Ty7ADK6uwwOKAdAA79xuz_rkg7FmTbc/view?usp=sharing

We plan to deliver this petition to our TD's in County Wexford.

Signed by 407 people:

Name

Eoin Ó Donnagáin

Darren Ó
Ceallaigh

Ciara Cheevers

Abi Foran

Nuala Buckley

John Kistner

Sheila Kistner

Name

Rosarie Okeeffe

Stephen Meagher

Michelle d

Brenda Kelly

Jackie K

Ann Hogan

Tom Ryan

Claire furlong

Lisa Uí Cheallaigh

Niamh Dennis

Keira Furlong

Ciara Boyce

June Rogan

Brian Furlong

Yvonne Sinnott

anita Ronan

Anna Kenny

Kay Crean

Andrew Cogley

Nora Furlong

Maria Ronan

Andy Ronan

Susan Shortle

Claire Furlong

Karen Ronan

Nodlaig Corish

Siobhan Cleere

Darryl Cogley

Nicola O'Connor

Deirdre Whitty

Vivien Naessens

Ann marie
Halligan

Name

Mary Cogley

Sarah Walsh

Andrew Walsh

Chivala-Amy
Niemach

Pavel Simik

Nora Wright

Mairead Ryan

Lenka Skyvova

Geraldine Kelly

Michelle Gent

Kellie Halligan

Mick Goggin

Karen Sinnott

Brian Rogan

Andrea Kelly

gillian devereux

Patrick Moroney

Diane Sinnott

Pierce Bowen

Denise Murphy

Sonia Casey

Jacinta Meyler
Murphy

Lauren Quirke

Katriona
Cummins

Jackie Scallan

Daniel Halligan

Geraldine O Reilly

Eamonn nolan

Hayley Whelan

Danielle Finney

Michelle O'brien

Name

Yvonne Day

Lorraine Horrell

Bronagh Lawlor

Avril Tubritt

Sarah-Jane
O'Keeffe

Denis Cronin

Alice McCabe

Una Kennedy
White

Rachael Lawlor

Viktorija
Dogonadze

Susan Barron

Olivia O Connor

William Scallan
Carroll

Michelle Goff

Ruth Crowley

Mark Davies

Emma O'Connor

Siobhán Cahill
McCloughlin

Claire O'Rourke

Amanda Carroll

Sean Ryan

Michael Devlin

Stephen Breen

Kyle Niemach

Gillian Lowthian

Alan Hyland

Chloe Whitehead

Sue Murphy

Ceri Dobson

Sharon Burke

Name

Liz Benson

Mairead Kearns

Shay Russell

Danny Holden

Karen O'Leary

jason doyle

Emma Power

Marie Torpey

Naomi Thorpe

Trish Newport

Evelyn R.

Eileen Wallace

Emer Dempsey

Derek O Connor

Margaret Quirke

Leigh Newport

Sarah Newport

Helen Butler

Trudie Walsh

Tracy Codd

Nicola Naessens

Katie Kehoe

Margaret Haworth

Rebeka
Navickaite

Susan Rea

Barry Quirke

Gillian Barry

Katie Quirke

Sinead Goff

Kerena Ferguson

Derek Walsh

Carmel Doyle

Name

Shou Qiang
Chang

John Thorpe

Nicky White

Kim Taylor

Orla-Simone
Taylor

Majella Rogan

Johanna O
Connell

Patrick O' Reilly

Anthony Mullen

Martin Crowley

Tracey Lynch

Seamus Power

Richard Mason

Linda Sinnott

Becca sinnott

Sophie Murphy
Sinnott

James Mason

Stewart Mason

Charlotte Doyle

Valentin Catalin
Rogojina

Clare O Connor

Daniel
Montgomery

John Larkin

Kevin Naessens

Sean Lambert
Dunne

Bill O Grady

Lorcan Kehoe

Philip Lacey

Name

Sarah El Ouahabi

Christine R

Rachel Mason

Angela Mason

Jonathan Stewart

Alison Hogan

Derek Flood

Emma Flood

Dave Condron

Jacqueline
Wardick

Ciara Hennessy

Brenda Keating

Karl Ennis

Sarah Mason

Anne-Marie
Connolly

Nicola McGuire

Aisling O'Byrne

Megan Hyland

Sandra Allen

Stephen Kelly

Jillian Roche

Melinda Dirrane

Marc Gent

Josephine
Broaders

Philip Stafford

David Heath

Jackie Edwards

Carol Gray

Eileen Kelly

paul barry

Margaret Ennis

Name

Marie Kelly

Tracey McGuire

Christopher Nial

Jackie Boland

Billy Tedmond

Matthew Brophy

Dawn Fleetwood

Jelena
STEFANOVA

susan shortle

Paul McLoughlin

Ken Noonan

Alison coman

Hugh O Byrne

Dessie O Connor

Brigid Furlong

Helen Murray

Paul Carroll

Allison Green

David Blackburn

Patricia Scanlan

Louise Deighan

Pauline Roche

Mia Roberts

Aoife Egan

Caoimhe Connick

Linda Scallan

Sharon McCrabbe

Eithne Cullen

Dympna Kelly

Nuala McDermott

Karen Meyler

Eileen Murphy

Name

Sinead Cahill

Neil Deevy

Terry Morgan

Aideen Kelly
kehoe

Fintan Duggan

Liz W

Cathy Dalton

Catherine
Ostinelli-Kelly

Frances Pierce

Eoin Ennis

Claire Dalton

Lisa Pedreschi

Rachel Doyle

Ciaran Cuddihy

Brian Walsh

Kieran Timmins

Philomena
Connick

Caroline Flynn

Bartosz Zalwert

Nick Boyle

Tracey Midwinter

Jean Rawson

Elise Cousins

Rob Cousins

Daryl Hall

Kelleher, Paula

Rosemarie Walsh

Laura Meyler

Ciara Byrne

Bridie & Peter
Byrne

Name

David Dogonadze

Laura Benson

Lisa Black

Dick Hogan

Maire Hope

Martyn Hughes

Pamela Murphy

Kay Hughes

David Bridges

Paul Hughes

Jim Fahy

Natasha hughes

Cullie Paul

Michael Murray

Nicola C

SALLY SLOAN

Eoin Ó Donnagáin

David Miller

AILEEN IRONSIDE

JOHN BOTHWELL

Caoimhín O
Flannagáin

Clara O'Connor

Helena Hunt

David Cleary

Maribeth Pajarito

Caroline Dower

Cathal Furlong

Marion Crook

Ann I Connor

Robert Fisk

Liam Mullen

Mary Cogley

Name

Betty Furlong

Eric O Toole

Jenny Newport

Roisin D

Kevin Sheil

Tom Furlong

Andrew McCabe

C. Burke

Pauline Kehoe

Samantha S

Eoghan Larkin

Andrea Dauksaite

Aisling Newport

Richie Furlong

Michael Owttrim

Rebecca Power

Brandon Maltby

Gemma Parle

Clare O'Kennedy

Lena Power

Chris Corish

Marie Ryan

Marie R

Josh Quigley
power

Jonathan Maher

Michael Honey

Lorna McHale

Enda Sinnott

Jude Roche

Annemarie
Oconnor

Jacintha Ryan

Name

Pete Foxe

Lynn Byrne

Anthony Byrne

Margaret
O'Rathaille

Mary O'Connor

Mandy Kehoe

John & Mary
Cogley

Xiao zhen Lin

Bernie Wiles

Michael Doyle

Bridget Dillon

Mary Carey

Antoinette
Dromey

John Dromey

Sarah Gallagher

ANN KENNY

Annette Horan

Patrick Horan

Niamh Connolly

Brian Harpur

Thomas Bright

Thomas Devereux

philip o'reilly

Frank Devereux

Mark Whitty

Eileen Elliott

Martin O Connor

Dominic Bijl

Monica Bijl

Selina Whitty

Donna Fortune

Name

mary keenan

Rebecca Horan

Paddy Whitty

James Roice

Edel Horan

M. P. Finucane

Ciara O reilly

Sharon Doyle

Josephine
Broaders

Hollie Murphy

Paul Culleton

Emer Broaders

Helen Stafford

sinead boyce

Sinead K

Anna Stack

Siobhan Reville

Amy Devereux

Michelle Noonan

TOMMY KEANE

Tracey O'Connor

Frieda Phillips

Denise Byrne

Lisa Phillips

Nicola Byrne

michelle O Leary

Magdalena
Zaloga

Ryan whelan

Denise Doyle

Valerie Chaurin

John Donovan

Name

Paddy Yong

John Curran

Brandon Crosbie

Kimberley Wilson

Kerri Duggan

John Hill

Joanne Reid

Ger Rea

Matthew Colgan

Joan Mcnamee

John Crosbie

Janet Jackman

David Kelleher

Regina Kehoe

Mary Louis Pearce

Shirlee Ferris

Michael Conlan

Dermot Foran

David O Connor

Derek Walsh

Amel Yacef

Rachel Doyle

Deborah
Comerford

Alan Delaney

Gaye Murphy

Tony Bond

Ann Bond

□ □ □

□ □ □

Name

Deirdre Scallan

Barry McGuire

Mark McGuinness

Viktorija
Dogonadze

Rebeka
navickaite

Nicky White

Una Kennedy

Rachel Doyle

Rob K

Bill O Grady

Darren Ó
Ceallaigh

Paul Hughes

Orla-Simone
Taylor

Gytis Navickas

Sally Parle

TRACEY
O'CONNOR

Pavlina Jarman

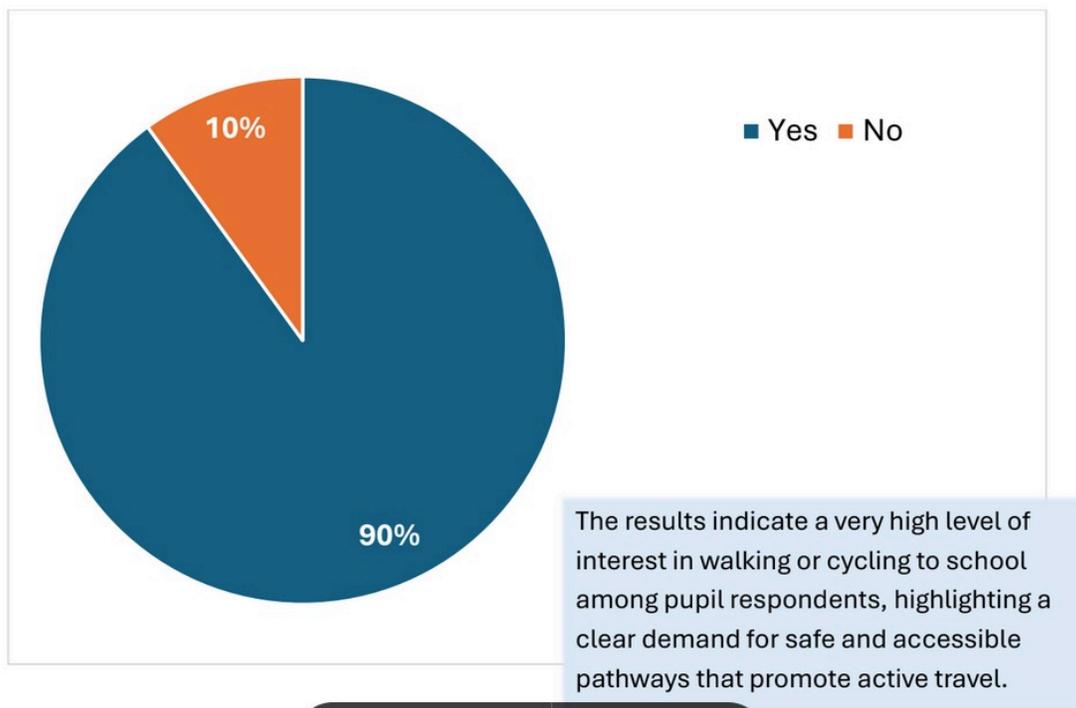
Philip Browne

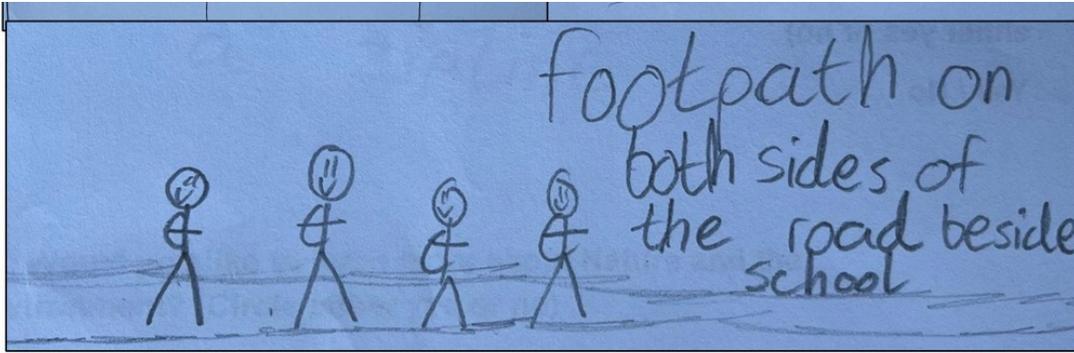
John Morris

Students in Kilrane National School and older teenagers were asked about some of the issues they face and what they would like to see in their area. It is clear that road safety is top of their priorities and that they don't currently feel safe.

From the National School Survey

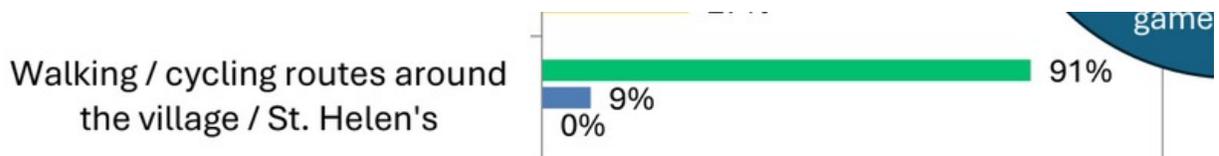
Question 11: Would you like to walk or cycle to school if it was safe?





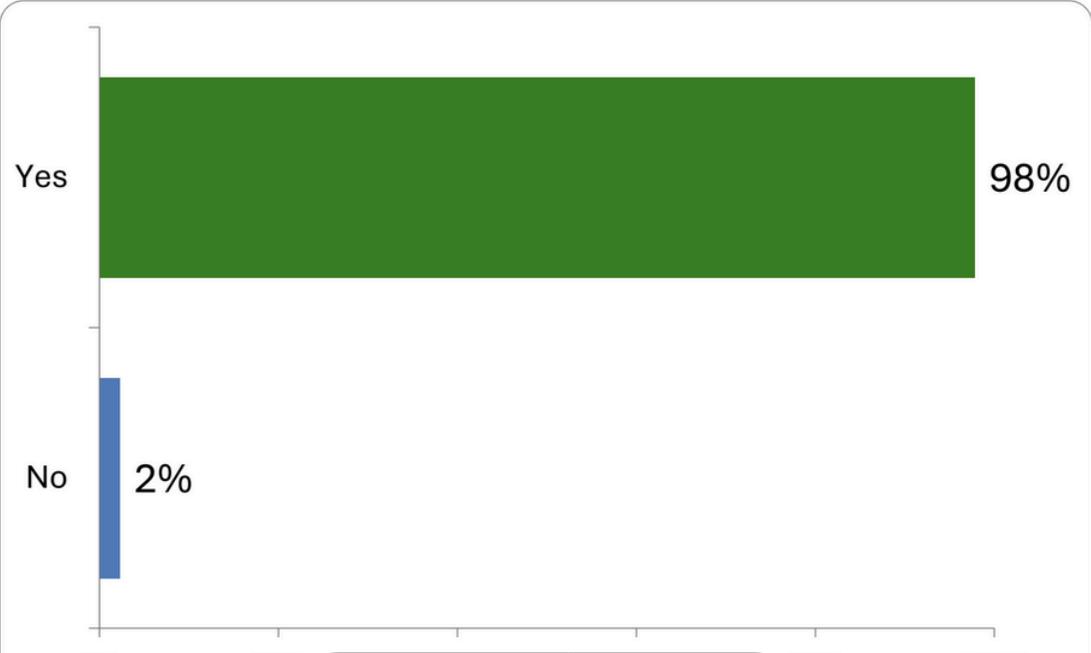
From the Teenager Survey

Question 8: Are you interested in the following possible initiatives?



From the Household Survey

Question 13: Would you support the development of safe walking and cycling routes to connect the Community Centre with housing estates/St.Helen's / Rosslare Harbour?



(v) Report On Two Accidents on the N25 in December 2022 Highlighting The Increased Danger On The N25 Since Brexit (More have occurred since, with many near misses)

Wexford man survives being hit by truck on same stretch of road which claimed a pensioner's life 24 hours previously

[independent.ie/regional/wexford/news/wexford-man-survives-being-hit-by-truck-on-same-stretch-of-road-which-claimed-a-pensioners-life-24-hours-previously-42229964.html](https://www.independent.ie/regional/wexford/news/wexford-man-survives-being-hit-by-truck-on-same-stretch-of-road-which-claimed-a-pensioners-life-24-hours-previously-42229964.html)



LESS than 24 hours after a man was hit by a van and killed on the N25 near Killinick, Co Wexford, another man was lucky to escape with his life after being hit by a truck on the same stretch of road.

WEXFORD PEOPLE

This incident saw emergency services once again speeding down the Rosslare Road, passing the scene of what had resulted in a fatality the previous day, before arriving to another incident of a pedestrian being struck by a vehicle, this time just at the traffic calming in the next village of Tagoat.

It's understood that the man, aged in his late 50s, had been crossing the road when he was struck by a truck which was making its way to Rosslare Europort to catch a ferry. The National Ambulance Service tended to the man at the scene and gardaí were also in attendance.

1/2

The man was brought to Wexford General Hospital where his injuries were said to be non life-threatening and it is hoped that he will make a full recovery.

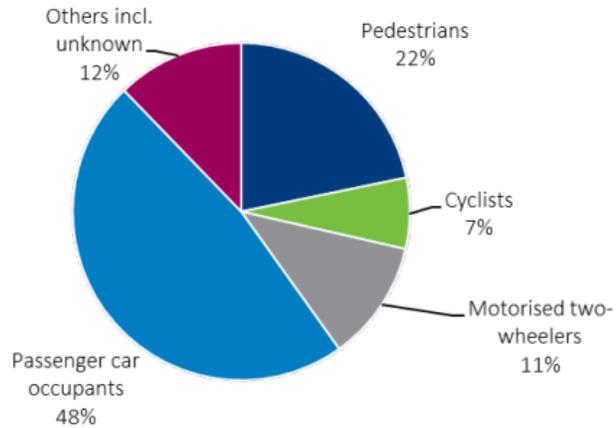
For those in the Emergency Services, the previous day's scene where pensioner Frank Chambers (80s) lost his life on the same N25 road will still have been imprinted on their minds. He was struck by a van while crossing the main road to return home having been to the shop in Killinick village.

There has been some ongoing concerns in relation to incidents on the N25 between Wexford town and Rosslare Harbour, and they serve to strengthen calls to bring forward plans for the final addition of the M11 motorway from Oylegate to Rosslare Harbour.

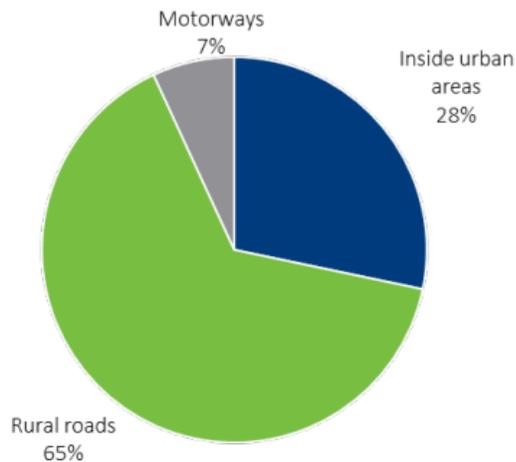
(vi) International Transport Forum: Road Safety Report 2021-Ireland

We wish to highlight the following as we feel it is very relevant to the issues around the N25 and the L7102, and our school. We don't want our children to become a statistic, serious mitigation measures are needed before granting permission for this development.

Road fatalities in Ireland by user category, 2020



Road fatalities in Ireland by road type, 2020

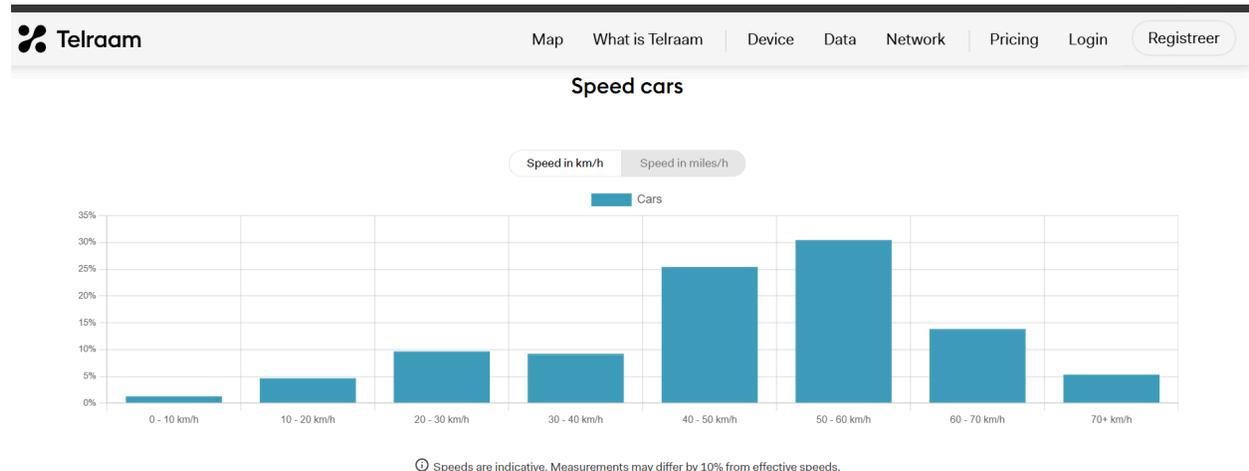


Activate
Go to Settings

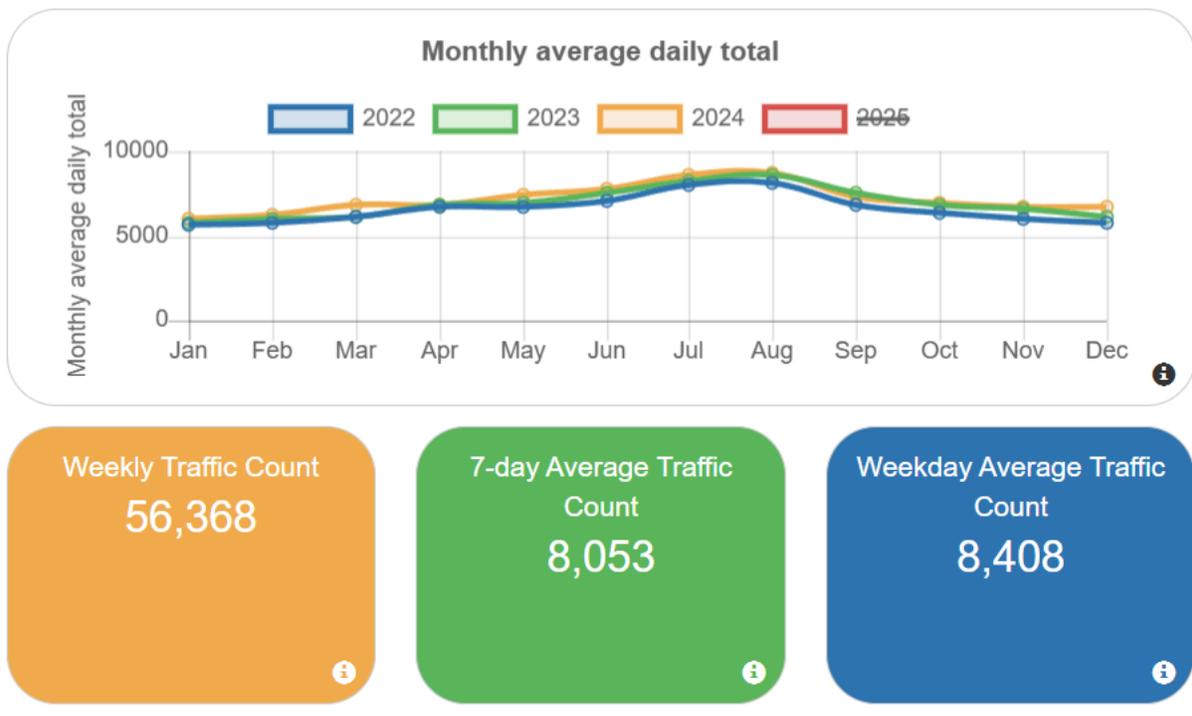
The above traffic data demonstrates that existing traffic volumes and speeds already exceed what is compatible with a school-adjacent national road junction, even before any further port-related intensification.

(vii) Traffic Sensor

The residents have a traffic sensor on the N25. According to the speed summer of August 2025. 50% of the traffic is breaking the speed limit, 20% of that is well over the speed limit. And 5% are going through our village in excess of 70km/h. We have around 10,000 vehicles going through the village everyday, so the numbers speeding through the village are very very high. These figures are frightening considering our national school is located at the junction of the N25.



(viii) Transport Infrastructure Ireland N25 Sensor



When you factor in that according to the Transport Infrastructure Ireland traffic counter in Kilrane, that over 8,000 vehicles go through Kilrane daily, the number of vehicles breaking the speed limit at such a crucial junction are frightening. The implications for our children and life in our village are huge. It is clear that the current infrastructure cannot cope with such an increase in traffic since Brexit and cannot cope with further increases as proposed by this extension of the port. A bypass to the north of Kilrane is crucial before any further expansion of the port is allowed to happen.

(ix) Iarnród Éireann Europort Fees 2022

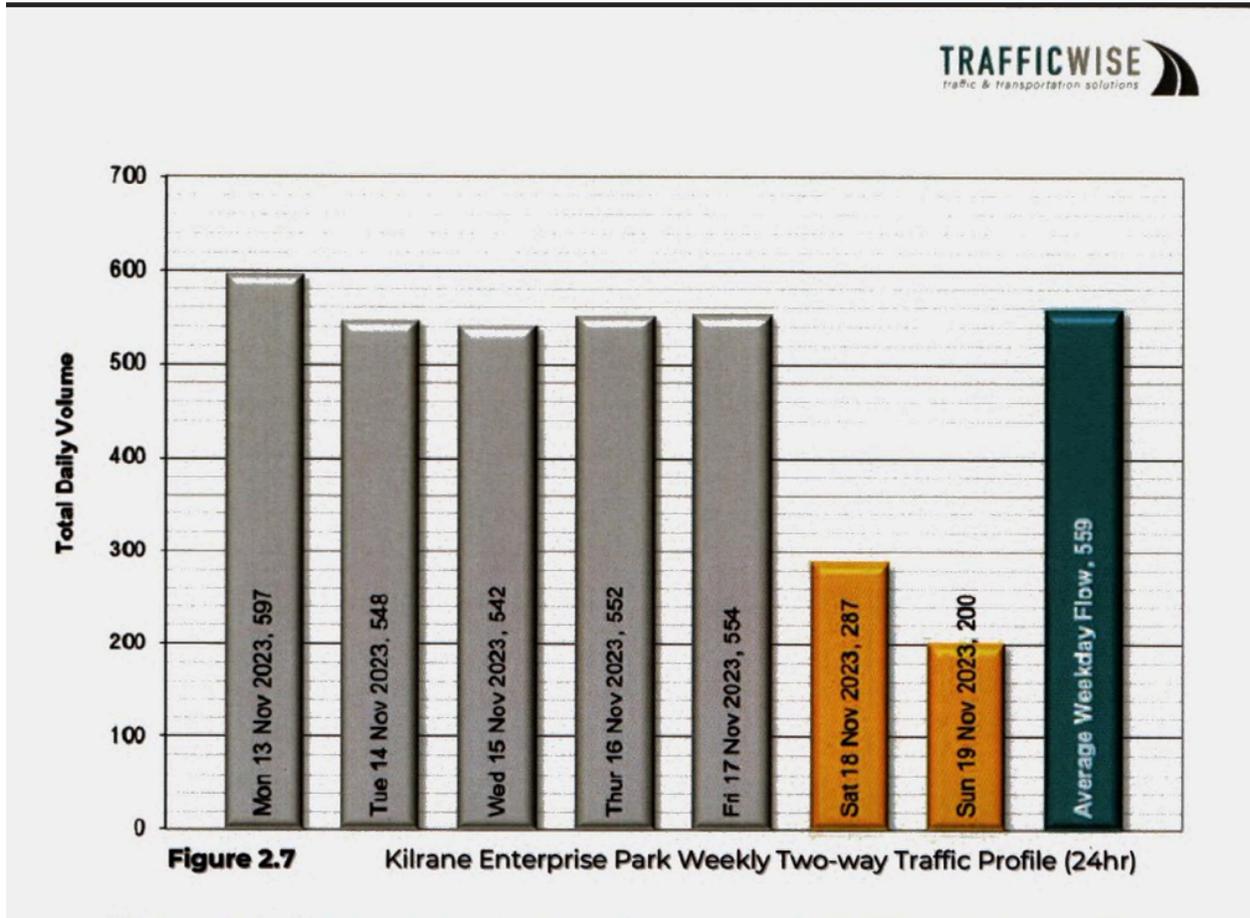
Source:

<https://www.rosslareeuroport.ie/getmedia/90e9655f-bf7f-4c59-8d7e-eb999d141732/Website-Port-Charges.pdf>

Car passengers	3.50
Coach passengers	3.50
Foot passengers	3.50
Rail passengers	3.50
Bicycle	3.50
Cars - accompanied	17.50
Motorcycle	9.00
Caravans	20.00
Car trailers	9.00
Coaches	65.00
RoRo Freight Business	
Unaccompanied trailers laden	70.00
Accompanied trailers laden	70.00
Vans < 8m laden	45.00
Tractor cabs	65.00
Machinery	65.00
Mobile homes	70.00
Remains	50.00
Other	45.00
MAFI trailer - 1 high	65.00
MAFI trailer - 2 high	75.00
Container lift	35.00
Double stacking	165.00
Triple stacking	195.00

(x) Traffic Survey Completed by Bord na Móna in 2023 as part of Planning Permission Application 20240337

It is clear that the number accessing Kilrane Enterprise Park, which is mainly haulage and port based activities, is incredibly high. This is creating severance in our village and hindering social and community development, and mitigation measures need to be implemented before the proposed development can proceed.



Total Traffic Volumes from the same survey for the L7102 are below, it is clear that port related activities are a massive proportion of the traffic passing the national school and this will only increase with this proposed development.

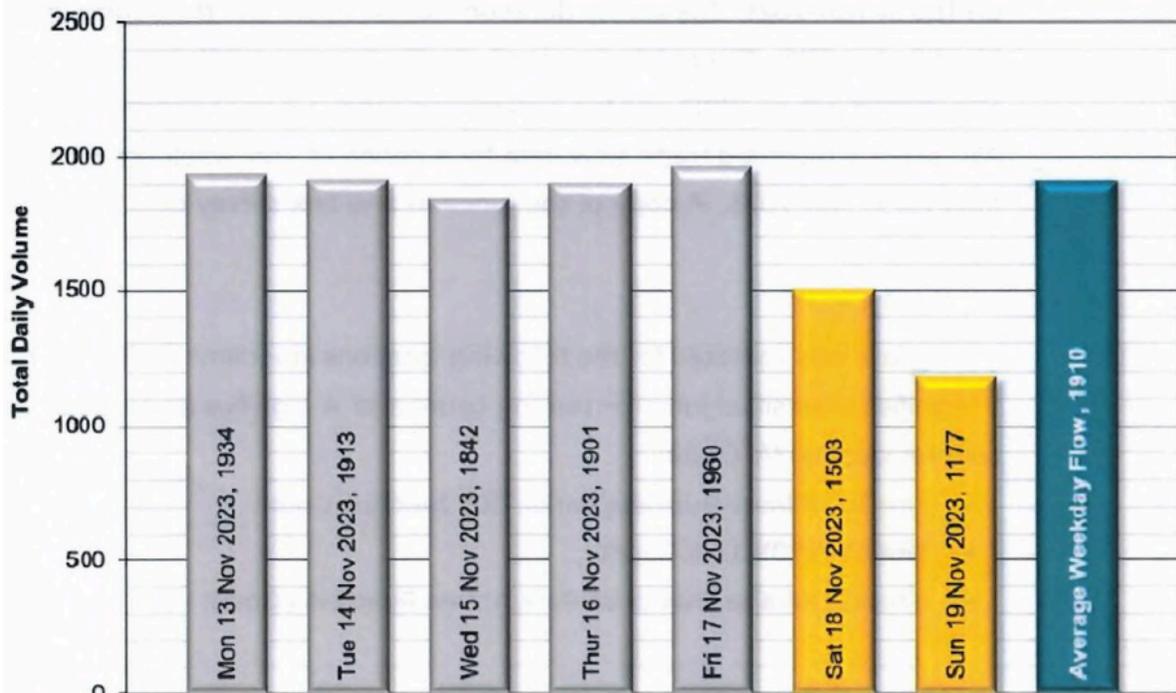


Figure 2.1 L7102 Weekly Two-way Traffic Profile (24hr)

(xi) Report on Deferral of Much Needed Rail Upgrades from the Europort

The absence of any confirmed programme to restore or expand rail freight capacity from Rosslare Europort in the short to medium term.

MURDER VICTIM'S MOTHER SAYS WOMAN WHO DUMPED SON'S BODY IS 'PURE EVIL' ^{PH} Funding announced for Wexford Rape Crisis Centre and Women's Refuge PS

Wexford People

Wednesday, December 17, 2025 €3.60

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Plunge for Pieta

 The swimmers ready for the Plunge for Pieta in Rosslare on Saturday morning. PIC: Joe Campbell

Christmas Extra!

 All you need for a perfect Christmas dinner is a little help from the experts. Get the best of Wexford's professional chefs to help you.

Wexford 'abandoned' in latest rail strategy
 Plans to reopen Rosslare-Waterford line have been omitted from government's All-Island review. FULL STORY, Page 9

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(xii) Traffic Reports from the Wexford People- These Issues Remain Unresolved in 2026

No greenway and no railway as Rosslare to Waterford route ignored – ‘Nothing is going to happen here in the next five years’



Cllr Frank Staples pictured at the Wexford Waterford railway line's crossing gates in Mayglass on Thursday.
Pic: Jim Campbell



Simon Bourke

Tue 27 Jan 2026 at 06:40



With freight at Rosslare Europort increasing by almost 400 pc since Brexit, the number of heavy goods vehicles (HGVs) travelling to and from the port has risen exponentially. As a result, this particular stretch of the N25 has become

Truck drivers throwing 'bottles of urine' into ditches as Rosslare Europort bears brunt of Holyhead closure



Patrick's Church in Rosslare Harbour.

The trucks have been parking in St

Simon Bourke

Wexford People

Today at 06:00

The closure of Holyhead Port has seen a 120 per cent increase in UK freight coming through Rosslare Europort as haulage companies seek alternate routes to and from our nearest neighbours. In the immediate aftermath of Storm Darragh this has resulted in huge tailbacks in the village of Rosslare Harbour with traffic at a standstill as lorries queue up to board ferries.

While the traffic flow issues have alleviated somewhat, truck drivers are now parking in public spaces in Rosslare, Kilrane, and Tagoat as they await the signal to board. At the December meeting of the Rosslare Municipal District (RMD) local councillor Ger Carthy explained the extent of the problem.

"The people of Rosslare Harbour and Kilrane have been under siege for the past two weeks because of the problems with Holyhead," he said. "It's not like this wasn't flagged in advance, it was flagged to the department (of transport), the National Transport Authority (NTA), Transport Infrastructure Ireland (TII), and Wexford County Council (WCC).

"Articulated trucks are parking everywhere; footpaths, cycle lanes, the church car park, the school, in the laybys, at the traffic calming areas in Tagoat. There's bottles and cans of urine being thrown into the ditches in Rosslare. They're obstructing sightlines coming off the Our Lady's Island road, and the NTA, TII and WCC have done nothing."

In the wake of Brexit, with predictions that traffic at the Europort would increase significantly, Cllr Carthy mooted the idea of creating a special parking zone for truck drivers in the Holmestown Recycling Plant just outside of Wexford town. However, that has yet to materialise.

"We've had a 360 per cent increase in traffic going through that port since Brexit, this didn't happen yesterday,"

he said. “We’ve done nothing to address accommodation for truck drivers, not even a toilet. There’s a thousand units moving between Holyhead and Dublin per day, and 70 per cent of those are going nowhere, a substantial amount of them are parked down in Rosslare Harbour. We have 3km of tarmacked road at Holmestown which could be used for them.

“Can we corral them into Holmestown and allow them into the port when they have a live booking to get onto a ship?”

Roads engineer Michael Brazzill had little good news for Cllr Carthy, stressing that any solutions would have to be examined after Christmas.

“This is a conversation which needs to be had with the port authority and the department of transport, we can’t enforce it, that’s a garda issue,” he said.



Rosslare Europort in Co Wexford (Niall Carson/PA)

Arguing that this wasn’t an issue with the port as it is a commercial operation, Cllr Carthy called for a risk assessment to be carried out in an area which is currently seeing trucks vying for parking space with school buses.

“The articulated trucks are parked in the villages and kids are getting off school buses and can’t get into the church yard, I want a risk assessment done in conjunction with TII on this.”

While the closure of Holyhead has intensified the problem this remains an ongoing issue for all the villages within the vicinity of the Europort. Cllr Lisa McDonald, who is a native of Piercestown, said some truck drivers were now travelling through her village to avoid the tailbacks on the N25.

“The N25 is as bad as the M50 now, we’re seeing lots of road traffic accidents and it’s going to get worse,” she said. “We’ve been waiting since 2009 for the new motorway. We need to meet with the new minister (for transport) in January.”

After the meeting, General Manager of Rosslare Europort Glenn Carr said the expectation was that all freight backlogs would be clear by the weekend and that the focus would then turn to foot passengers.



Holyhead port in Anglesey, north Wales. Photo: PA

“We have seen an uplift in UK traffic freight, by approximately 120 per cent, passenger traffic remains relatively quiet though,” he said. “Our European services have been running as normal it’s just the UK services which have increased, but Dublin Port is now taking a lot of ferries from Fishguard.”

Stating that the port is “working” on resolving the problem regarding trucks parking in the village, Mr Carr said further stormy weather this week has caused additional delays and additional backlogs. Advising drivers not to arrive in Rosslare until they need to, he said the next 48 hours would see a gradual decrease in the number of trucks coming to and from the port as the Christmas rush died down.

“We’re working with all the stakeholders as safely as we can to provide a safe environment for everyone impacted, the workers and hauliers at the port have been doing trojan work and I believe that in the next 48 hours the demands on freight will begin to decrease.”

The NTA was asked to comment on the ongoing issues in Rosslare Harbour and whether it would seek to find a solution for truck drivers awaiting passage to the UK and Europe. It responded by saying, “This would be a matter for Wexford County Council so they would be best placed to answer your query.”

Criticism of truck drivers at Rosslare Europort – ‘They aren’t taking the foot off the accelerator going through villages’



Rosslare Europort in Co Wexford Photo: PA

Simon Bourke

Wexford People

Sat 24 May 2025 at 08:00



Some manners need to put on truck drivers coming to and from Rosslare Europort according to Wexford county councillor Ger Carthy. A paramedic by day, Cllr Carthy has a unique insight into the impact of road traffic collisions and he fears those exiting and entering the port will soon be the cause of another major incident in the area.

“I received a message a couple of weeks ago about a road traffic collision in Tagoat it said ‘car in two halves’. I said to my wife ‘who put that in a text?’ But when I got there the car was in two halves,” he said at the May meeting of Wexford County Council (WCC). “There’s been no tightening of the roads, no traffic calming, those trucks are flying through Tagoat village, some of them aren’t taking their foot off the accelerator going through there, this is serious and it’s affecting all the villages

‘People have lost their lives waiting for this motorway’ – Tempers flare over M11 Oylegate to Rosslare Harbour extension



The M11 Oylegate to Rosslare motorway could still be some ten years away.

Pádraig Byrne

Wexford People

Fri 14 Feb 2025 at 06:00



Record numbers reveal continued growth at Rosslare Europort

Freight numbers from the Wexford port exceed 200,000 while passenger numbers make major recovery.



Rosslare Europort.

Pádraig Byrne

Wexford People

Wed 8 Feb 2023 at 10:59



STANDING at the viewing point overlooking Rosslare Europort, it's clear to see

Calls for better road links to Rosslare Port



Deputy James Browne

David Tucker

Galaxy Guardian

Sat 26 Aug 2017 at 00:00



If a hard Brexit comes to pass and forces the loss of Britain as a landbridge, Roll-On Roll-Off traffic at Rosslare Europort will be crucial.

Urging the government to step investment in major upgrades to access routes to the port, Deputy James Browne says Brexit, one way or another, will have a significant impact on transport supply chains right across Ireland.

Rosslare Europort stands to see increased traffic volumes as it will be one of the few available transport options for Ireland to export and import perishable goods to and from the continent. However, access roads into and out of the port are already below standard,' he said.

'Heavy traffic on the roundabouts outside Wexford town is indicative of the country's infrastructural deficit. It's vital that access routes from Dublin and the West are prioritised, and with traffic volumes expected to grow, these upgrades must be undertaken as a matter of urgency.

Transport Infrastructure Ireland has already highlighted the need for a third lane



2025 Below

15:45



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However, having previously accused HGV drivers of “not taking their foot off the accelerator going through” Kilrane, Tagoat, and Killnick, local councillor Ger Carthy has requested information on the number of speeding offences recorded in those villages over the last two years.

A response received from the Wexford Wicklow Garda Division showed that between May 1, 2023 and April 30, 2025 a total of 180 fixed charge penalty notices (FCPN) were issued to motorists for speeding offences in a 1.5km radius of Kilrane, Tagoat, and Killinick.

In Tagoat, where the speed limit is 60kmh, the average speed of those issued FCPNs was 77.2kmh. In Kilrane, where the limit is 50kmh, the average speed was 70.3kmh.

The figures are inclusive of HGVs and include both garda interceptions and Go Safe detections in these areas. However, gardaí said they could not differentiate between the types of vehicles involved in the speed detections.

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Cllr Frank Staples pictured with local residents at the junction in Killinick on Thursday. Pic: Jim Campbell

Simon Bourke

Wexford People

Tue 3 Jun 2025 at 06:00



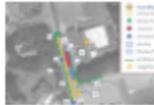
Motorists on the N25 to Rosslare Europort are “taking their life in their hands” every time they turn off into one of the adjoining roads. With traffic between Wexford and the Europort increasing by upwards of 360 per cent in the past five years, the N25 has seen a significant increase in trucks and lorries travelling to and from Rosslare on an hourly basis.

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Ongoing road safety issues make Rosslare and Kilrane schools a 'dangerous place to be'



Stock image.



Simon Bourke

Wexford People

Wed 2 Nov 2022 at 02:00



A survey carried out among parents of children attending Scoil Mhuire National School in Rosslare Strand has found that 85 per cent of those questioned believe road safety is a problem around the school.

The survey was part of Wexford County Council's (WCC) Safe Routes to School programme which aims to "improve infrastructure outside and on the routes to school with the aim of increasing the number of children who walk, cycle or scoot to school".

Ongoing road safety issues make Rosslare and Kilrane schools a 'dangerous place to be'



Stock image. Parents selected the following, when asked what improve scoot to school.

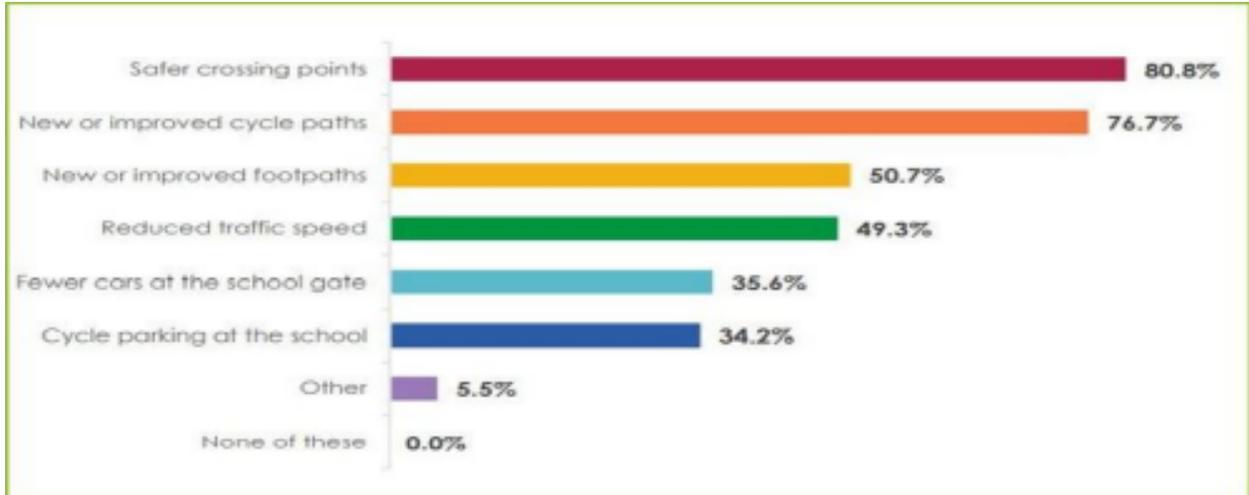
Simon Bourke Wexford People
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Scoil Mhuire was one of the schools chosen for the survey which was carried out by An Taisce's School's Infrastructure Officer. More than 97 per cent of those surveyed said they would support works at the front of the school that "improve student safety, putting pedestrians and cyclists first" with a further 98 per cent saying they would support works that "would improve the walking and cycling links to school".

As part of the study, the existing safety of the school and its surrounding areas was examined. It found that there are "inadequate traffic calming measures on Strand Road at the front of school and on the approach to school" and "inadequate signage and road markings for the school at the front of school and on the approach to school".

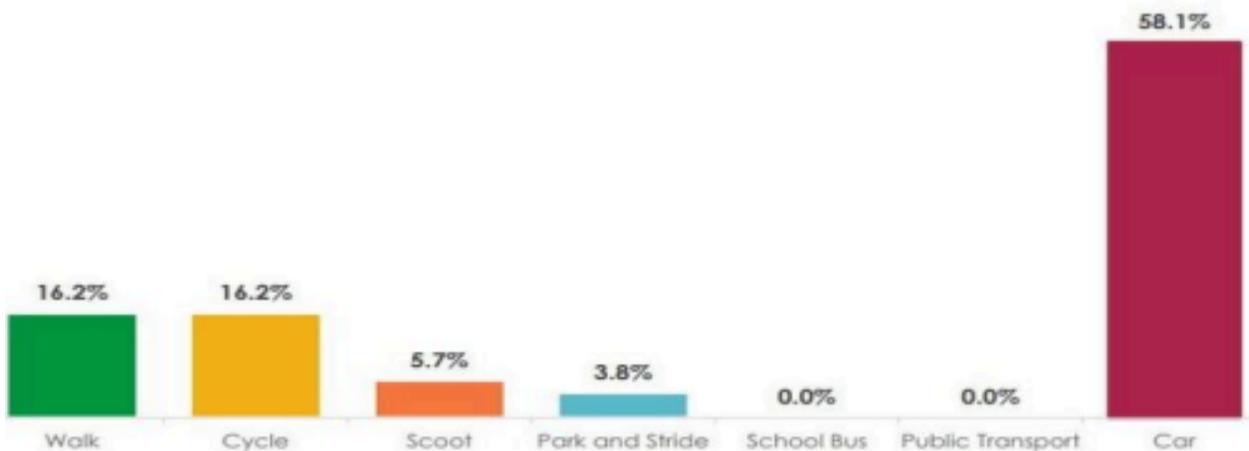


Parents selected the following, when asked what improvements would support their children to walk, cycle or scoot to school.

It also cited the lack of a footpath at the front of the school, a narrow footpath at the community centre, and inadequate crossing facilities at the front of the school as issues which needed to be addressed.

At the monthly meeting of the Rosslare Municipal District (RMD) a proposed amendment to the current layout was presented to councillors, however, Councillor Ger Carthy was unhappy with the suggested changes.

"It seems to be pushing the cars away from the front of the school and putting up nice, fancy bollards, but I don't know if the background work has been done," he said. "The cars have to be able to move freely, there has to be available parking, we've moved from a society where nearly everyone travelled on the school bus to now where parents are dropping kids off at school.

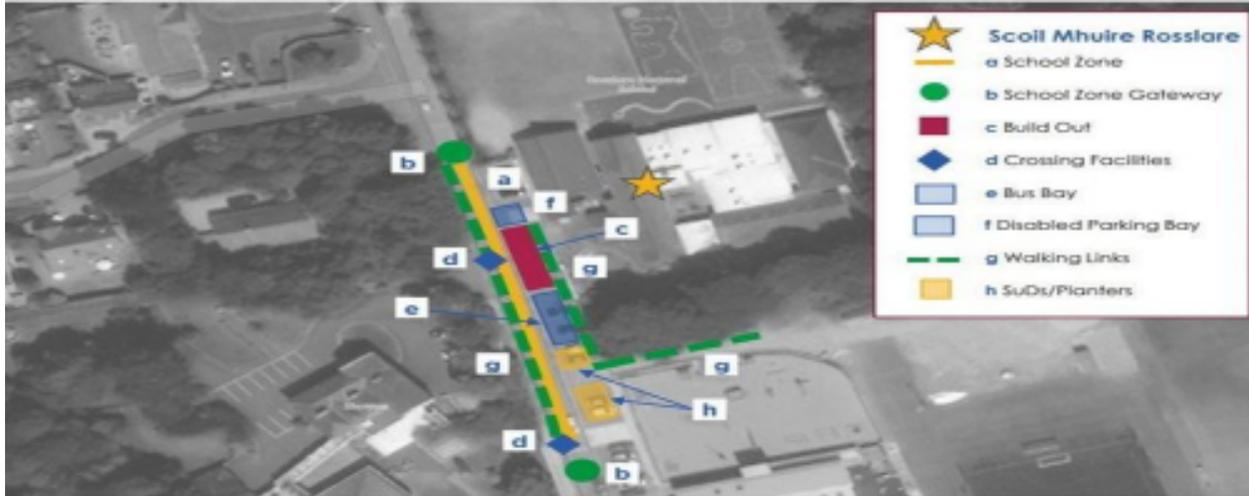


How 105 students surveyed are currently travelling to school.

"I'm now sure about the amount of research that went into Scoil Mhuire but Kilrane NS was also done, and it was

substantial money, it was €135,000, and I don't know if it was a success, it's quite a dangerous place to be in the mornings, and it's disappointing because the government has invested a large amount of money there."

Explaining that further works at Kilrane NS were due, WCC engineer Mark Collins said he expected the situation outside the school to improve in the coming weeks.



The proposed new layout at Scoil Mhuire NS, Rosslare.

"The district (RMD) worked closely with the road safety officer in relation to the design of Kilrane NS, it's incomplete at the moment, the resurfacing has to be done, the ramps have to be installed, and the line-marking, all that will make a significant change to the layout. But there's no direction (from us) on where people can and can't park, the responsibility lies with the road authority While there may be issues there at the minute, completion works are due for the mid-term and line-marking will follow afterwards and it should reduce the issues," he said.

Concerns continue as huge trucks turning, mounting paths and parking in Rosslare housing estates



There's been an ongoing issue with trucks parking around Rosslare Harbour while waiting on ferries.



Pádraig Byrne

Wexford People

Wed 22 Jun 2022 at 02:00



DESPITE Wexford County Council having tried some measures to prevent trucks parking up in housing estates and residential areas in Rosslare Harbour, it seemingly hasn't worked. Independent councillor Ger Carthy says that residents are truly at their wits end and that it's only a matter of time before it results in a serious accident.

"I'm telling you now," he told officials animatedly at the June meeting of Wexford County Council. "If a truck rolls over a child's bike or a buggy down there, it will

Trucks parking in middle of carriageway on St Martin's Road outside Rosslare Europort



The trucks.



Simon Bourke

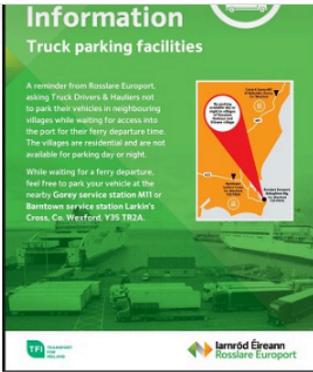
Wexford People

Mon 27 Dec 2021 at 07:00



With the amount of traffic coming in and out of Rosslare Europort increasing on a daily basis, drivers of Heavy Goods Vehicles (HGV) are being forced to get creative when it comes to parking. However, their efforts to find amenable waiting areas are posing huge risks to people living in the area according to Councillor Ger Carthy. Speaking at the December meeting of the Rosslare Municipal District (RMD) Cllr Carthy said the council needed to take action before someone was seriously hurt.

The St Martin's Road carriageway is three times the width of a normal carriageway, is there a possibility we can install build-outs or temporary bollards, similar to what



Rosslare Europort issues reminder to HGV drivers

© John Loughran January 3, 2025

Rosslare Europort is continuing to provide a vital service for both freight and tourism markets due to the closure of Holyhead port, and is reminding hauliers to adhere to a number of important guidelines when using the port.

Drivers are being asked to avoid parking in nearby residential villages, as parking is strictly prohibited at all times. Drivers must use the designated parking areas outlined for HGVs.



Tuesday, 26 April 2022

Questions (336)



**Verona
Murphy**

← **Verona Murphy**

Question:

336. **Deputy Verona Murphy** asked the **Minister for Transport** when the Kilrane State Facility site will be opened up to provide additional HGV parking to alleviate traffic congestion at Rosslare Europort and surrounding local villages; and if he will make a statement on the matter. [21141/22]

[View answer](#)

Written answers



**Minister for
Transport**

← The primary purpose of the State site at Kilrane is to ensure that all of the appropriate statutory customs, SPS and health checks and controls required for HGVs arriving from Great Britain are undertaken in a secure, timely and efficient fashion with the minimum of delay. Any additional use of the site would need to have regard to that important priority in addition to the relevant operational and safety considerations.

A review of the design of the site for use for additional parking of HGVs is complete. This then had to be reviewed in the light of the recent decision by Revenue Commissioners to move its mobile scanner to the Kilrane site to facilitate the establishment within the port of a Reception centre for persons arriving from Ukraine. My Department has engaged with the relevant agencies to assess the

Parking solutions sought to deal with 400 per cent increase in freight traffic at Rosslare Europort



Verona Murphy TD



Imon Bourke

Wexford People

Wed 10 Nov 2021 at 12:23



A 400 per cent increase in the number of trucks travelling in and out of Rosslare Europort is causing sleepless nights for those living in the local area.

Deputy Verona Murphy is calling on the Office of Public Works (OPW) to make available, in part, the Customs Post parking facilities at Rosslare Europort to alleviate and manage the freight traffic congestion issues at the Port.

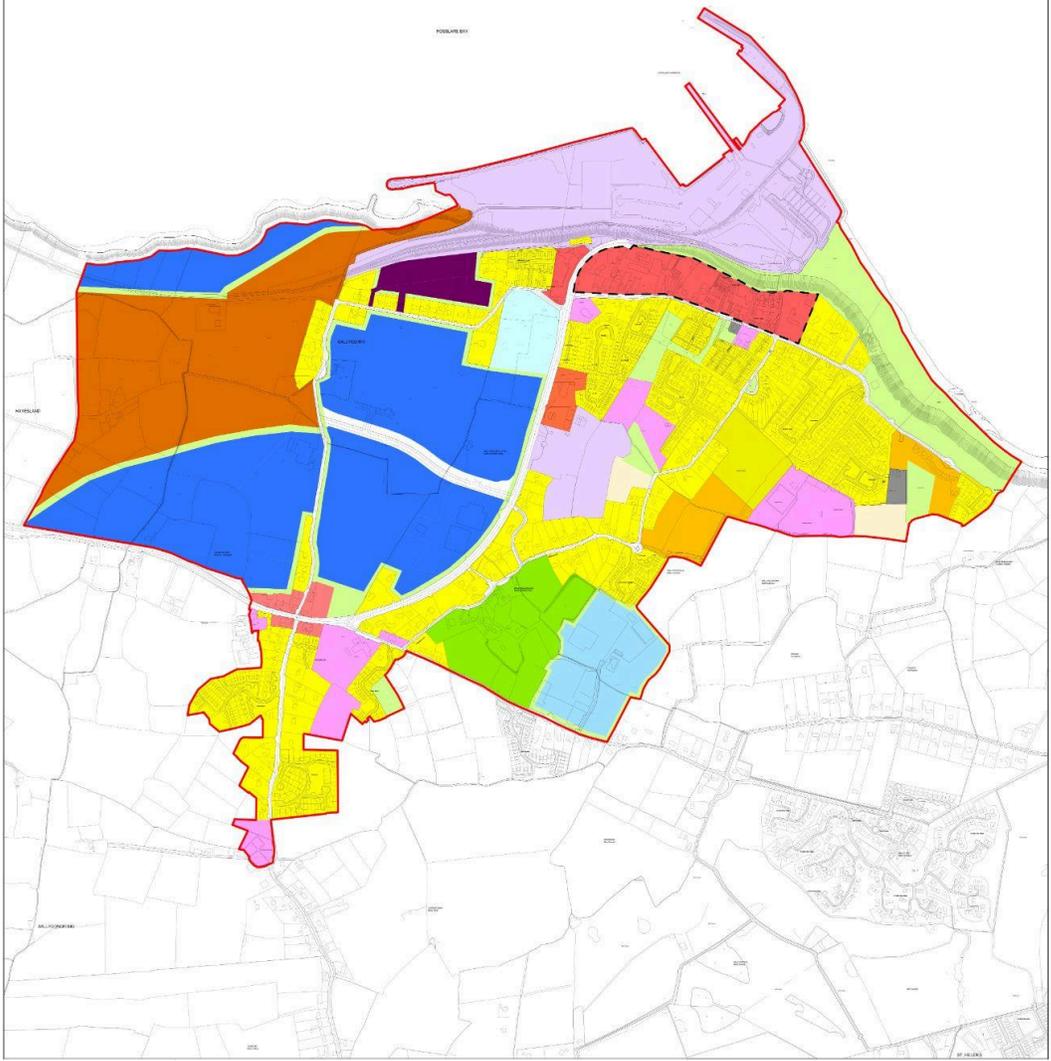
Presently there is no parking management plan in place at Rosslare and we have

(xiii) The Zoning Map of Kirane Rosslare Harbour

The severance created by ad hoc planning processes can be clearly seen, with zoning of light industry on the L7102 causing major issues in our village, which will be exacerbated if this proposal is granted without mitigation measures. Our children in the school should not be subjected to more HGV traffic on the N25 and L7102.

Legend

- Access
- Agriculture (A)
- Business & Technology Park (B&TP)
- Commercial (C)
- Community & Education (CE)
- Industry (I)
- Light Industry (LI)
- Neighbourhood Centre (NC)
- Open Space and Amenity (OSA)
- Existing Residential & Infill (ER)
- New Residential Tier 1 (R1)
- New Residential Tier 2 (R2)
- New Residential Tier 3 (R3)
- Port Related Activities (PRA)
- Public Utilities (PU)
- Regeneration Land (RL)
- Village Centre (VC)
- Tourism (T)
- Transport Infrastructure (TI)



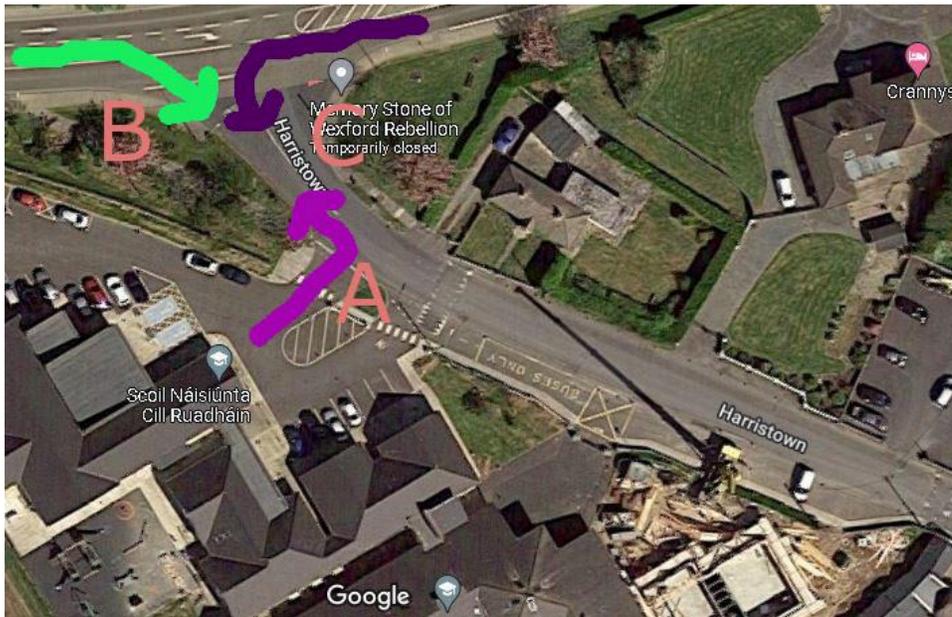
Draft Wexford County Development Plan 2021-2027
Vol.3 Settlement Plans
Rosslare Harbour & Kilrane Settlement Plan

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Title: Land Use Zoning	
Drawn by: NK	Checked by: DK
Date: 14.09.2020	Map No: 3

(xiv) Issues at the Junction of the L7102 and the N25 that require mitigation measures.

The L7102 is classed as a local secondary road, under 4 metres wide in places, completely unsuitable for this type of HGV traffic. This causes us grave concerns and our concerns regarding this have not been adequately addressed by Wexford County Council to date. HGVs have to turn using the opposite side of the road when accessing the L7102 from the N25, forcing the drivers to break the law (see Road Traffic Bye Laws). We believe this is evidence of planning outcomes that have created safety conflicts in our village. Parents leaving the school drop zone who are turning left towards the N25 are faced with meeting these HGVs on the wrong side of the road on a daily basis, it is only a matter of time before an accident occurs here. Arrows B and C (below) show how HGVs frequently break the law at this junction. Cars leaving the school, as shown by Arrow A, are in particular danger here as they turn out they meet these HGVs on the wrong side of the road and they wouldn't be expecting this situation on exit. Any child wishing to cross the road here will also look to the right first and may step out thinking it is safe, unaware of the danger of the HGV approaching from the left on the wrong side of the road. Turning on the wrong side, crossing a continuous white line, is against the law and is extremely dangerous. This further highlights that any increased traffic that the proposed development will bring to the area, needs to be mitigated against first.



Please note that the above scenario of trucks turning on the wrong side of the road exists also at the turn down to KEP further down the L7102. Which again, will become a bigger problem if no mitigation measures are taken as before granting permission for this proposed development.

This evidence demonstrates that the existing road layout cannot accommodate lawful HGV movements, a material consideration which alone is sufficient to justify refusal or deferral pending redesign.“

In such circumstances, the Board is entitled to conclude that the development would give rise to an unacceptable traffic hazard within the meaning of the Planning and Development Acts.

(xv) Road Statistics

We wish to draw the Council’s attention to the following report from 2015 regarding child deaths on our roads, these statistics were published by the RSA at their annual conference. 40% of all child deaths occur on our roads:

- ‘This marks our roads out as the worst offender here when it comes to the deaths of children’.
- 50% of those child deaths on the roads were pedestrians.
- Chair of the RSA and former TD Liz O’Donnell was extremely forthright regarding what she made of the situation on our roads
“We can now either watch this trend continue [the increase in fatalities], or we can collectively take action. Children cannot be responsible for their own safety when using the road. They simply don’t have the cognitive skills to be able to recognise danger. That’s why it’s up to us as adults to do the right thing and protect them.”

The evidence indicates a materially elevated risk of serious injury or fatality unless mitigation is implemented in advance of further development. Serious mitigation measures need to be taken before planning permission can be granted for this development.

Taken together, these policies require An Coimisiún Pleanála to consider whether the proposed development, when assessed cumulatively and in context, would undermine settlement strategy, road safety, and the protection of vulnerable users, and whether granting permission would be consistent with proper planning and sustainable development. The factual evidence contained in Appendices (v)–(xv) demonstrates that the policy conflicts identified above are not abstract, but are already manifest on the ground.