Applicant's response

S.37

File With

SECTION 131 FORM

Appeal No
PL-500109-WX

Defer Re O/H ☐

Having considered the contents of the submission dated/received **14/11/2025** from **Robert Roche** I recommend that section 131 of the Planning and Development Act, 2000 be/~~not be~~ invoked at this stage for the following reason(s):

No new issues raised

Section 131 not to be invoked at this stage ☑

Section 131 to be invoked — allow 2/4 weeks for reply ☐

Signed: Cathy Canetón
EO

Date: 17/12/25

Signed
SEO/SAO

Date

M

Please prepare BP — Section 131 notice enclosing a copy of the attached submission.

To

Task No

Allow 2/3/4 weeks
BP

Signed
EO

Date

Signed
AA

Date

Response

Correspondence Coversheet

Case Number	Case Priority	Case Lodged On	Case EO	PA Reg. Reference
PL-500109-WX	Normal	21/10/2025	Cathy Carleton	20250962W

Case Details

Planning Authority
Wexford County Council

PA Reg. Reference
20250962W

Summary Description
10 year planning permission for development of an Integrated Tourism Resort Complex. A Natura Impact Statement (NIS) and Environmental Impact Assessment Report (EIAR) has been submitted with the application.

Site Location
Beak and Nemestown, Kilmore Quay, Co. Wexford.

Correspondence Details

Correspondence Type	Received From	Lodged On	Validity	Valid OH Req
Response	Robert Roche	14/11/2025	NotApplicable	No

Issue
BP20 —

Participant
Robert Roche

Representative
SCA Planning & Development Consultants

Response Date Applicable	Number of Days Allowed	Keep Copy of Letter	Return Docs	Keep Envelope
☐	—	☐	☐	☐

Comments
—

Filing

Attach to File ☐

Return to EO ☐

Signatures

Signed Cathy Carleton
Cathy Carleton, Executive Officer

Date 17/11/2025

Signed LM
Lauren Simone Murphy, Administrative Assistant

Date 17/11/25

Cathy.

Catherine Flynn

From: Paula <Paula@scaplanning.ie>
Sent: Friday 14 November 2025 12:19
To: Appeals2
Subject: Response to Appeal Ref. 500109
Attachments: Response to Appeal Ref. 500109 O'Flaherty.pdf

Caution: This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

To whom it may concern,
Please see a response to the 3rd party appeal made by Catriona and Will O'Flaherty under Ref. 500109 attached.

I would be grateful if you would confirm receipt of the attached.

Regards,
Paula Shannon

SCA Planning
Unit 217 Glencullen House
Kylemore Road
Dublin 10

Office: 01-4569084
Mobile: 0877865473

Accessible parking

At least 5% of the total number of spaces with a minimum provision of at least one such space.

6.3.3 Car Parking Design and Layout

6.3.4 Dimensions of Parking Spaces and Loading Bays

6.3.5 Electric Vehicle Charging Points

6.4 Cycling Infrastructure

7.1 Archaeology

7.4 Landscape and Biodiversity

7.4.1 Trees and Hedgerows

7.4.2 Landscape Plans

7.4.3. Landscape and Visual Impact Assessment

8.2 Water

8.2.1 Surface Water Management

8.2.4 Connection to Public Water or Group Water Scheme

8.3 Wastewater

8.5 Lighting

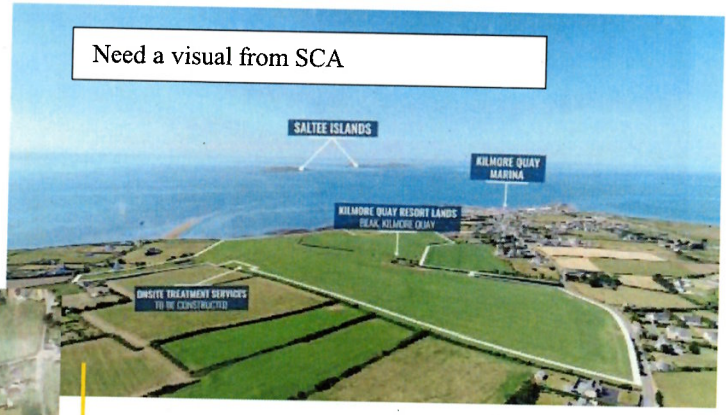
Kilmore Quay Integrated Tourism Resort Complex

A NEW LEADING LIGHT CONTEMPORARY COASTLINE EXPERIENCE FOR A WORLD-CLASS DESTINATION

This information leaflet is produced for the Public Information Event held in the Stella Maris Center on Friday 2 May 2025

A planning application is being prepared for Kilmore Quay Intergrated Tourism Resort Complex located at the Beak Kilmore Quay. The proposed site is 20.3 Ha and will comprise of a hotel, farmstead, self-catering lodges, events centre, leisure complex and various amenities. The proposed landscaping will be suitable for the coastal environment creating habitats for wildlife and supporting biodiversity.

Kilmore Quay Integrated Tourism Resort Complex is designed to be a 5-star low-impact destination poised to elevate County Wexford as a premier hub for international business, tourism, and leisure.





Located adjacent to the historic village of Kilmore Quay.

Walkways and cycle trails connecting Kilmore Quay and Neamstown.

Providing services to local people.

New economic driver for the circular economy.

Low-impact architecture.

Supporting the biodiversity of the region.

Resort Complex Features

- Single operator management
- Hotel with 163 bedrooms and suites, 42 family suites, bar and restaurant, rooftop cocktail bar, events complex, wellness spa, leisure centre
- Buildings built into the landscape, reflecting the coastline
- Seamless accessibility for people who need it
- Pavillion restaurant overlooking the coastline
- 55 self-catering eco-lodges managed by the resort to cater for longer stays
- Revitalised farmstead with lodge reception, café, local arts, craft and produce
- Padel courts, crazy golf, cycling routes, coastal walks
- Native trees and shrubs, ponds and pocket forests
- Staff village integrated into the complex
- Pedestrian and cycle trails connecting to Neamstown and Kilmore Quay
- AV charging points, rainwater harvesting, and solar panels, smart eco-education through design

Why Kilmore Quay? Why Now?

- Perfect location with easy access to the village, coastal views, ample space for parking
- Brings a new level of business to the circular economy
- Job generator of 120-200 direct jobs
- 100+ indirect jobs for producers, local shops, pubs, restaurants, tradespeople, guides, attractions
- Keeping youth with future generation jobs
- Supports the Wexford County Development Plan for a new leading light contemporary coastline experience
- 2018 Kilmore Quay Feasibility Study highlighted a strong need for 4 or 5 accommodation and year-round leisure services
- Leverages Rosslare Europort development and sustainable EU travel
- Luxury low-impact travel is on the rise
- Longer stays equals less traffic and higher spending

Key Markets: Who Will Visit?

- A sustain[illegible]e visitor mix – weekday and weekend business all year
- Adventure seekers, urban escapers, leisure travellers, remote workers, and international tourists
- Diverse travel styles - wellness retreats, water sports, food adventures, heritage trails, time in nature
- Families, weekenders, couples, reunions, celebrations
- Luxury low-impact weddings and events
- Business and incentive travel - corporate events, conferences, adventure workshops, educational outings

An All-Year Resource For The Local Community

- Year-round footfall and activity for shops, cafés, restaurants, pubs, producers, accommodation, tourism experiences and attractions
- Job generator for locals, younger generation, multilingal professionals
- Direct business for growers, producers, gardeners, housekeepers, chefs, hospitality, tradespeople, wellness experts, tour guides, landscapers, craft-makers
- Opportunities for local entrepreneurs like bike hires, boat rides, picnics, golfing, food tours, garden trails, heritage attractions
- Kilmore Quay in the international spotlight – brings a sense of pride and joy to the area
- Leisure centre, walkways and cycle trails to Kilmore Quay and Neamstown, space for music, storytelling, food, and art/craft exhibitions, onsite activities and services
- Working with our neighbouring counties to attract business from other regions as the resort will become a central hub for DMCs, incentive travel, all-Ireland tours.

This is more than a resort. It is a new chapter for Kilmore Quay – built together, for generations to come.



Kilmore Quay has the charm.

This resort complex builds the future around it.

Capitalises on strategic momentum: Wexford County Council and Fáilte Ireland's 2025 DEPD Plan and Rosslare's Europort growing international profile.

With Climate Change, Tourism Ireland is now focusing on targeting international tourists for longer stays, higher spending.

Tourism is changing for the better.

Led by **Stephen Carr Architects**, this Resort Complex brings together a world-class team of designers, planners, and tourism experts with a proven track record of delivering successful, high-impact projects both in Ireland and internationally. Every detail has been carefully designed to connect with the heart of local life, ensuring the resort is commercially strong for a single operator while driving lasting social, environmental, tourism, and economic benefits for the county.

If you require any further clarification about the development of this resort complex, please contact **info@scarchitects.ie**

IE CONSULTING WATER-ENVIRONMENTAL-CIVIL · SCA PLANNING & DEVELOPMENT CONSULTANTS · stephen carr architects ARCHITECTURE • INTERIOR DESIGN · O'Connell Marketing · AIT

metec CONSULTING ENGINEERS · DHLA DEREK HOWLIN LANDSCAPE ARCHITECTS · MEINHARDT · DRA CONSULTING ENGINEERS · SOL Staples Owley Ltd.

KILMORE QUAY INTEGRATED RESORT HOTEL
Public Information Event
Please leave us your feedback or comments

stephen carr architects
ARCHITECTURE • INTERIOR DESIGN

Name: _____ Contact: _____

Email: _____

Comments: _____

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KILMORE QUAY INTEGRATED RESORT HOTEL
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ARCHITECTURE • INTERIOR DESIGN

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Comments: _____

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SCA PLANNING & DEVELOPMENT CONSULTANTS

The Secretary,
An Coimisiún Pleanála
64 Marlborough St
Dublin 1

14th November 2025

Re: Tourism Destination Resort Complex at Beak and Nemestown, Kilmore Quay, Co. Wexford.
Your Ref: ACP-Pl 500109
Wexford County Council Ref: 20250962W

Dear Secretary,

I refer to your letter dated 22nd October 2025 enclosing grounds of appeal submitted by Catriona and Will O'Flaherty, Neamstown, Kilmore Quay against the decision by Wexford County Council to grant permission for the above referenced development subject to conditions.

I have been requested by Robert Roche, the applicant, to respond to the grounds of appeal and to act as agent for the duration of the appeal process. This response has been prepared in conjunction with SCA Architects, DNV Environmental Consultants, and DRA Consulting Engineers.

It is acknowledged, now that ACP has forwarded an additional 17 no. 3rd Party Appeals that there will be issues and allegations repeated across appeals. This response relates to the singular appeal submitted by Catriona and Will O'Flaherty and response will be made to other appeals in due course.

Unit 217 Glencullen House,
Kylemore Road,
Dublin 10
Ireland
D10 TK30

Simon Clear B.A. Dip. T.P. MIPI
Darran Quaile B.A. MRUP MSc BLUP MIPI
Paula Shannon B.A. MRUP MIPI

Phone: 00-353-1-456 9084
E-mail: admin@scaplanning.ie
Website: www.scaplanning.ie
VAT Number: 4092398PH

Summary of Grounds of Appeal

The main topics in the grounds of appeal are summarised as follows: -

1. Haste

The application was two years in preparation prior to submission to the planning authority. There was very significant and in-depth consultation across a range of relevant departments and sections within the planning authority and with other relevant bodies such as Uisce Eireann (UE), Failte Ireland (FI), National Parks and Wildlife Service (NPWS) etc.

The design team conducted an open and extensive public consultation in the Kilmore Quay community hall, well attended by the resident community, visitors, business persons and elected representatives. Feedback was invited and was generally positive. Issues of concern were taken on board before the application was submitted. So, the planning authority would not have been surprised to receive a well-prepared planning application and gave it appropriate consideration including consideration of all observations and submissions, for and against the proposed development, before reaching a decision to grant permission subject to conditions.

This allegation of 'haste' has been repeated by others and it is intended to deal with this comprehensively hereunder, so that ACP can understand the preparation and statutory pre-application processing of this development proposal by the planning authority.

Pre-Planning Stage

The development was conceived early in 2023 as an integrated tourism resort at scale and developed to concept stage. It was presented as such and was subsequently reviewed, considered and assessed by all sections of WCC.

The initial pre application consultation (PAC1) took place in September 2023 and feedback was provided by Wexford County Council, in October 2023, which confirmed the concept was acceptable in principle at this location on an extensive site and indicated a need for Masterplanning and further project development.

The Masterplanning and project development stage took more than 12 months for the application design team to respond fully to feedback and to conduct necessary surveys and studies. The design team were then ready to submit for PAC-2. This second consultation was

facilitated online by WCC, on 12th November 2024, with all relevant sections of WCC in attendance.

Very detailed written feedback was provided by WCC on 14th March 2025, prepared by the WCC Senior Planner extending to 40 pages. See Appendix 1 – Pre-Planning Feedback.

It is evident from this WCC feedback that the development is plan-led at all levels, National, Regional, County and Sectoral (Wexford Coastal Tourism Plan 2025). The application iteration progressed to application stage preparation as a result. The scheme was presented to the public in Kilmore Quay prior to completion and submission to WCC.

The design team held an open, information presentation event in the Stella Maris community hall in Kilmore Quay, which was well attended, by at least 100 persons based on sign-in sheets filled out. More than 100 information and feedback sheets were issued to attendees, with a direct invitation at the foot of each sheet to engage with the design team (e-mail provided) should individuals have had any issues with elements of the design, or other concerns. A full presentation of scale, extent and intent was shown at the public event. See Appendix 2 – Information Leaflet and Feedback Sheet.

None of the issues raised in the subject grounds of appeal were brought to the attention of the design team prior to the submission of the planning application.

Pre-application consultation was described in sections 4-7 inclusive of the planning context report submitted with the planning application and is not repeated here in the interests of brevity. There is a raft of assessment information, internal and external consultations contained on the planning authority file, not repeated here in the interests of brevity and on the understanding that An Comisiún Pleanala (ACP) has the entire file, including all submissions and reports and will deal with the application *de novo* as though made to it in the first instance.

2. Loss of privacy

The annotated landscape plan extract below shows what is included in the proposed development in relation to the appellants house (based on the post code provided by the appellant). The annotated layout indicates that what is closest to the appellant's boundary is an

internal access road and car parking bays (31). The lodges are designed to be domestic in scale and style, providing accommodation for visitors to the resort (07) and operated under single management.

The restaurant (32) is orientated for seaward views and does not create a building line that would interfere with views to the sea or coastline from the appellant's residence. The Pavillion Restaurant is 76m from the appellants boundary at the nearest point.



Figure 1 Extract from DHLA Landscape Masterplan Illustrating Relationship to Appellant's Property

As shown below in Fig. 2, the main hotel (23) is 126 metres from the appellants boundary at the nearest point. It has no overshadowing or overlooking impact on the appellants dwelling or significant visual impact on the appellants dwelling. The distances are very considerable in the context of alleged injurious overlooking.





Figure 2 Further Extract from DHLA Masterplan with more Context

3. Drawings PP1.41 and PP1. 47

It is alleged that there has been an attempt to mislead by the omission of 2 houses with Postcodes from the composite site layout drawing PP1.41exhibited below. Please note that this is and unadulterated Ordnance Survey base map. All dwellings are shown and the purpose of the consolidated map is to show the overlay of section drawings to be consulted for information at a more usable scale. It should also be noted that this is the method used in the vast majority of, if not all, statutory development plans, which of necessity must cover larger geographical areas than can be interpreted efficiently at smaller scale.

As the site is 20.3ha in extent, of necessity to comply with validation requirements it is necessary to provide an overlay. If the public, observers or appellants wanted to interrogate any particular aspect of the scheme proposed, this composite directs the interested parties to the relevant sector. This presentation is helpful rather than hindering/misleading, without being pedantic about the availability of interpretative information in the application documents.

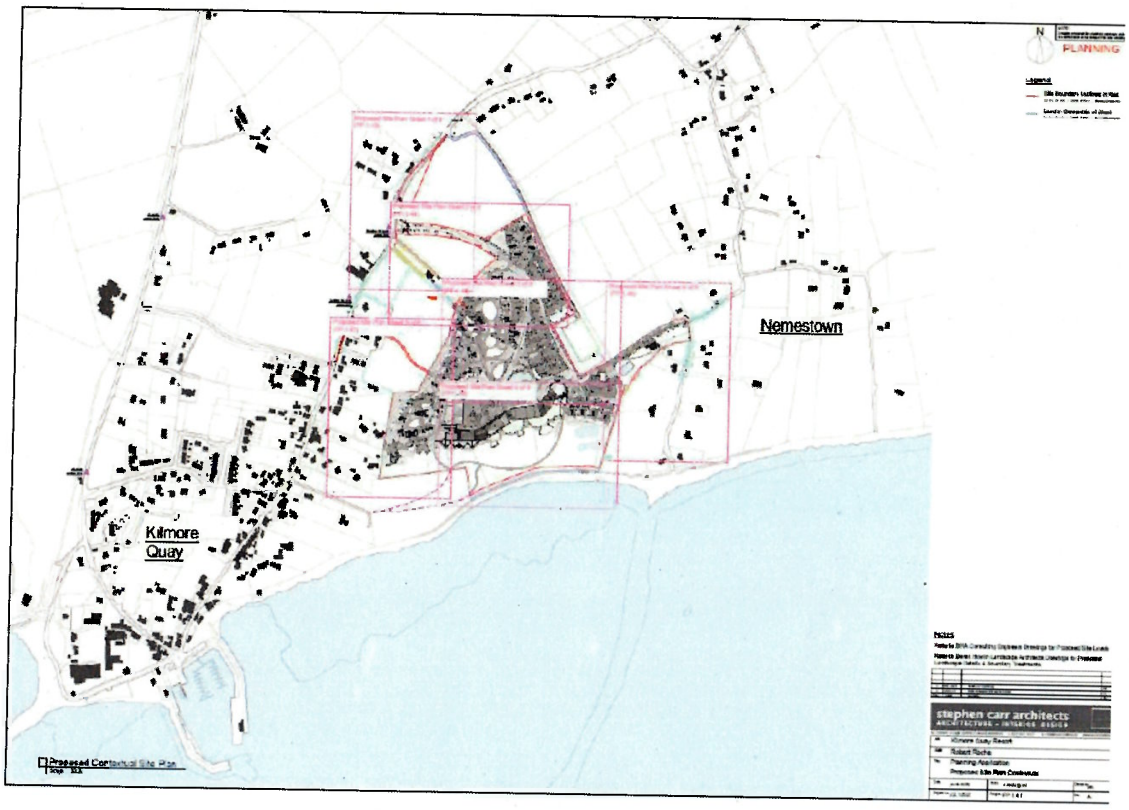


Figure 3 Drawing PP1.41

SCA architects explain as follows: -

- Drawing PP.1.41 'Proposed Site Plan Contextual' shows the two houses.
- Drawing PP.1.41 is also broken up into separate detail sheets (Nos. 1.42 – 1.47) to show each part of the site at a larger scale.
- Drawing PP.1.47 'Proposed Site Plan Sheet 5 of 6' shows the subject area of the site at the larger scale and the two houses are also shown at the larger scale.

The overlay directs the curious viewer to detail drawing PP1. 47, a section of which relating to this particular boundary setting is reproduced below. The detail shows the nearest, domestic-scale lodge located at 22.825m from the nearest boundary and 27.740 from the corner of the nearest house, at an angle and not directly overlooking windows.

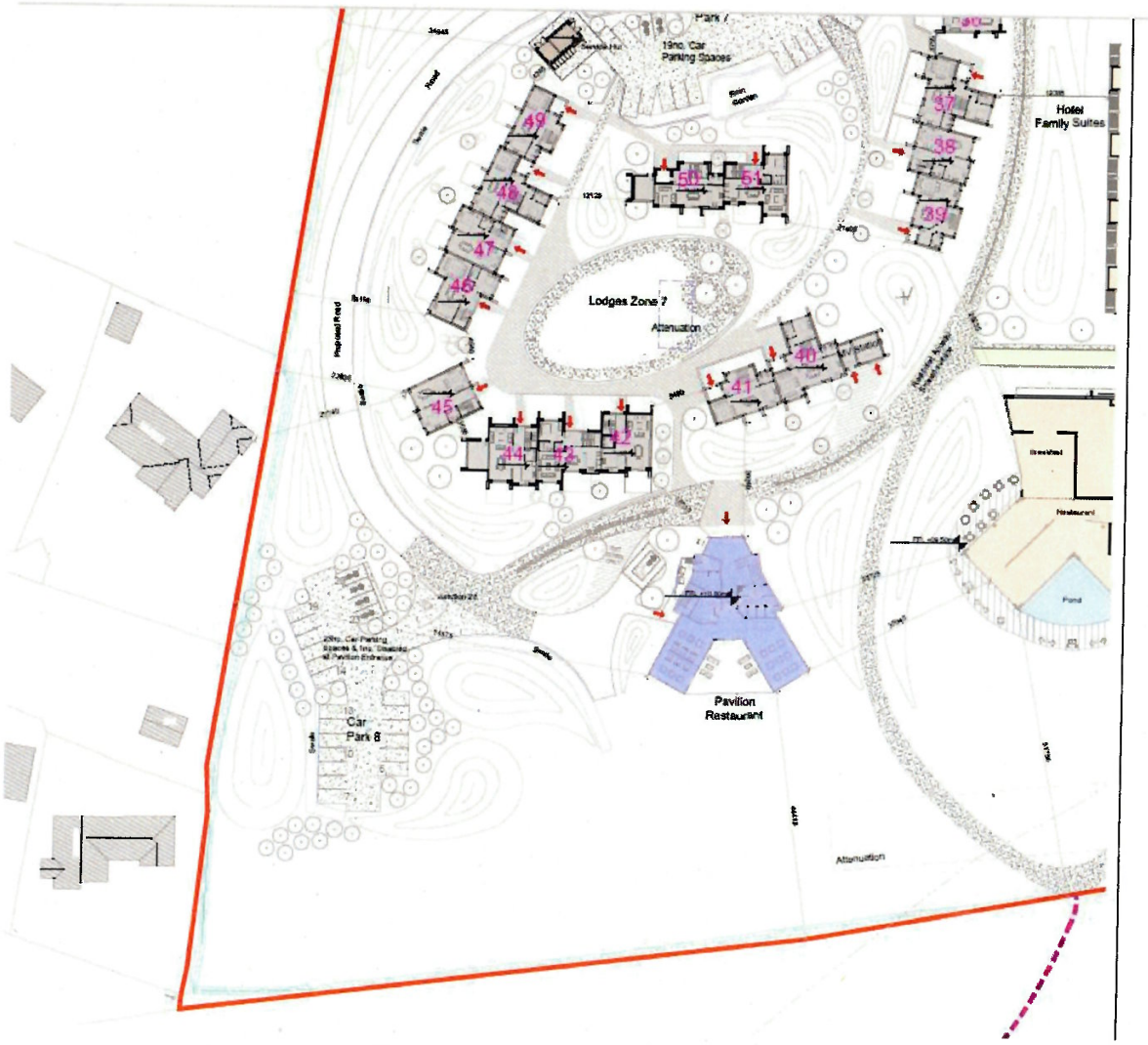


Figure 4 Extract from Drg. PP1. 47.

4. Disproportionate Scale

Wexford County Council administers a coastal county. It has long identified that coastal tourism is beneficial to the viability/regeneration of coastal villages, capable of providing economic benefits, employment and stabilisation of the population. The Opinion included in Appendix 1 confirms this and that the development type proposed, coastal tourism infrastructure, is supported at National, Regional, County and Sectoral levels.

There are significant and numerous statements of support in the WCDP relating to the development and spread of tourism infrastructure to coastal areas and settlements. As a Grade 3 settlement, Kilmore Quay has been identified for redevelopment through tourism development.

The structure of the inner village is that resort capable landholdings cannot be assembled. It is for that reason that a single ownership holding in excess of 20ha is optimum and with its location adjacent to the heart of the village, there is not a need to assess alternatives at a more remote/other locations considering the statutory development plan identification of Kilmore Quay as a tourism development area.

The development is not disproportionate. It is intended to serve the local economy into the future, not as a continuation of the past, where there is evidence that small hotels are closed/used for other purposes and were seasonal, whereas the proposed development is designed to operate year-round.

Failte Ireland, which is a designated competent authority under the Planning Act produced a draft development plan for coastal tourism in Wexford in conjunction with Wexford County Council in 2025 – the Draft Wexford Destination Plan & Experience Development Plan Wexford DPEDP. Failte Ireland is a competent authority for AA under the EU Directive and under S. 177V of the Planning and Development Act 2000, as amended. The DPEDP was subject to SEA and an NIS was prepared for particular projects, with other coastal projects to be subject to project-specific NIS as has been done in the subject case.

The DEDP is not limited to 3 named hub locations. The identified hubs are initiatives promoted by WCC/FI and can be identified. It would have been improper for the DEDP to identify a private development that had not yet been submitted, assessed through the development management procedures and have permission granted.

It is national tourism planning policy to develop coastal tourism and coastal tourism infrastructure including hotels and resorts in County Wexford. Failte Ireland has indicated project-specific support in a submission to Wexford County Council, to be seen on the file.

5. Echo Beach and Traffic

Echo Beach road is a public road in the charge of Wexford County Council, which will be upgraded and will accommodate cycle and pedestrian links only, supported by a financial contribution to WCC. A specific contribution to works to improve the condition of Echo Beach

Road has been included as a condition and has been accepted by the applicant – a condition is invited.

It has been clearly indicated in documentation submitted with the planning application and in technical assessments of the information provided in the planning application documentation, that the vehicular access point to the proposed development is 1.1km from the heart of the village, as shown below.



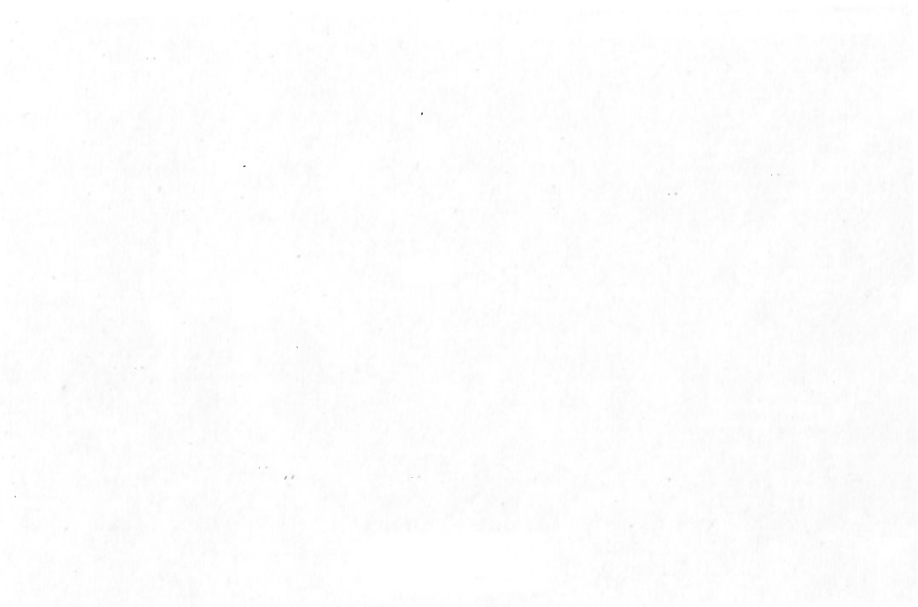
Figure 5 Extract from Google maps Indicating Distance to Village

There is no need for general or service traffic to enter the centre of the village.

Local footpath infrastructure will be upgraded to link to existing footpaths. Public consultation concluded in 2024 on measures proposed by Wexford County Council to make the central parts of Kilmore Quay safer for pedestrians and cyclists and has been taken into account.

6. Hotel Operator not identified.

Planning permission inures to the benefit of the land and is not tied to a single user or operator.



7. Carton Estate Annual Accounts

It is noted that Carton Estate is 400ha in extent, compared to the subject site with 20ha. It recently changed ownership through purchase and is undergoing investment after decades of successful operations. It is not unique for published accounts to declare losses in that context as tax is not paid on declared losses - it is paid on declared profits.

In contrast to the attempt by the appellants to declare tourism non-viable, the Centre Parcs resort in Ballymahon, Co, Longford, for which planning permission was granted on a rural site, in a Midlands area not previously renowned as a tourism hotspot, is producing astonishing accounts and occupancy rates, is planning expansion and is producing economic benefit to the local economy and to employment.

8. DNV Visual Impact Assessment

The relationship to the appellants' property is shown in the landscape plan extract above and is as described in the text. In visual terms, the design, with lodges on this part of the site, provides an appropriate transition to the appellants' house. This is shown in Section DD taken from the Derek Howlin Landscape Architecture (DHLA) report.



Figure 6 Section DD Prepared by DHLA

The extent of landscaping is set out in the annotated landscape plan, along boundary type B, which is the subject boundary type and in the DHLA report, specifically Volume 5, Section DD, which shows this particular relationship.

During design iteration, the proposed restaurant building was located on site with consideration for the neighbour so that the restaurant would not interfere with views over the sea and coastline.

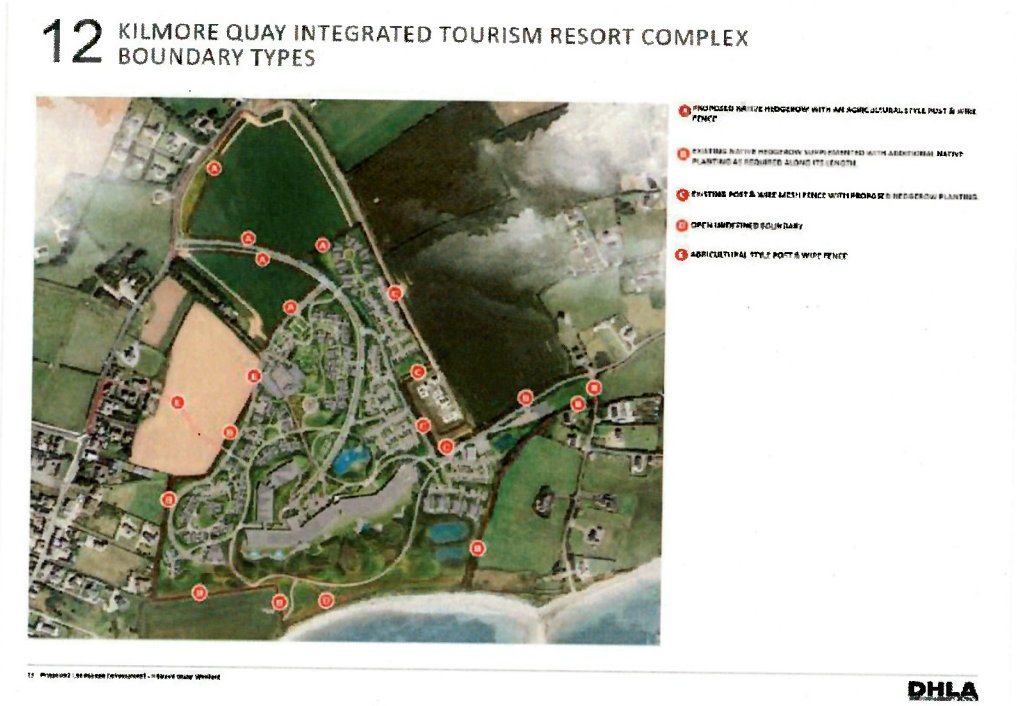


Figure 7 Extract from DHLA Report

The Landscape Design for the project shows additional native planting as required to bolster hedgerows along all boundaries that are preserved in the interests of heritage value, ecology and biodiversity, in any event and as advocated in the WCDP and as indicated in PAC feedback.

In terms of Visual Impact Assessment and mitigation, DNV have indicated the landscaping addition to hedgerow strengthening will be the first mitigation on the boundary, then within the site there is separation and the closest buildings are of the same, domestic scale. Thereafter there is a transition in scale, with the main hotel building 126m away from the boundary and aligned parallel to the appellants' outlook, not across it. The site identified as suitable for an integrated resort development at more than 20ha is extensive enough and has a land profile that can accommodate scale so as not to overpower, overbear or cause abrupt transitional changes close to boundaries

9. Wildlife Assessment

Otters: DNV have confirmed as follows: -

1) There are no sea otter species in Ireland.

2) While otters are likely present foraging and commuting in the wider area, given they are widespread throughout all waterbodies in Ireland, no holts were found (within 150m of which no works can occur under biodiversity protection guidelines).

3) The EIAR Biodiversity Chapter clearly acknowledges otter are likely present along the shoreline and but no evidence of them was found on Site – "*While there is some suitable habitat for otter in the form of a wet drainage ditch on-Site and the connected shoreline to the south of the Site, no evidence of otter was noted, although this species has been recorded in the 2km grid squares that encompass the Site (NBDC) and its presence cannot be precluded*".

4) Surface water protection measures, to ensure no pollutants enter the drainage ditch or the shoreline, are included within the report submitted with the application.

Buzzard: There was no evidence of buzzard nesting at the site during ecological surveys. The one individual buzzard recorded flying overhead was not hunting over the site and was a non-breeding bird – not significant.

See extract from table of bird records at the Site included within the Biodiversity Chapter:

Species	BoCCI Status	Dates recorded	Breeding Activity
Buzzard (*Buteo buteo*)	**Green**	27th June 2024	Non-breeder. Flyover only.

These observations have been properly made in accordance with recommended and accepted practices. That persons have seen something of interest on occasion, off-site, does not mean that the EIAR inspections on the site by ecologists have not been properly carried out.

10. Coastal Erosion Assessment

While there is evidence that there is a soft coastal shoreline in County Wexford, this doesn't apply everywhere and it doesn't apply to this particular location.

To bolster the site-specific 'soft-shoreline' report, prepared by IE Consulting in July 2025, the following additional sources can be referenced: -

- WCC Coastal Engineer's report;
- NPWS/GSI authorised publications;

- AIMU for the sub-sea fibre optic route to Kilmore Quay investigations (geological make-up).

The combined information indicates that the immediate location is sheltered south of the subject site from progressive erosion by: -

- The Saltee Islands offshore;
- St Patrick's Bridge, an intertidal glacial moraine build-up of rock extending from the shore to the Saltees;
- Kilmore Quay Harbour and marina works;
- Intertidal exposed folded metamorphic rock (gneiss) on the site shoreline, shelter the shoreline.

The 100m setback, land profile after landscaping and elevation above sea level and SSFRA Zone C categorisation by DNV, confirm that this site is not at risk of damaging erosion, flood risk or inundation.

The boundary post and wire fence erected by the landowner/applicant in 1989 is still maintained in place and no land has been lost to coastal erosion on this coastline between 1989 and 2025 (present). Coastal erosion inspection Photo 9, reproduced below shows the post and wire boundary fence in situ. It is also shown clearly in Photo 17 in the Coastal Erosion Report, not reproduced here.

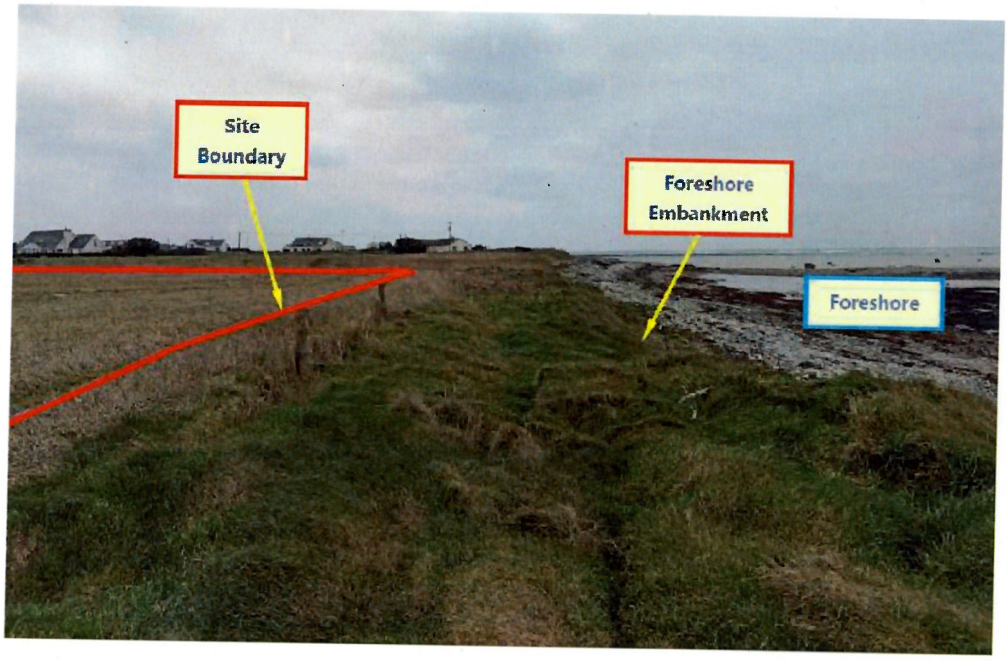


Figure 8 Existing Boundary Detail

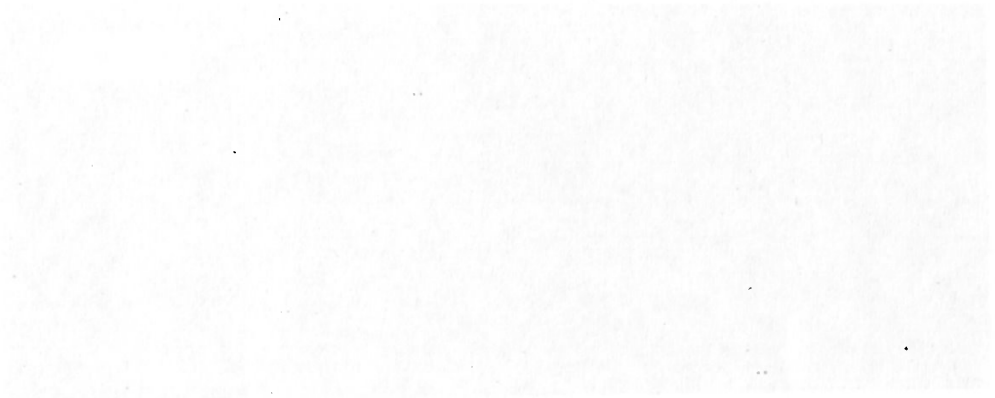
11. Wastewater Treatment Plant

The following information relating to wastewater and water supply has been provided by DRA Consulting Engineers. In relation to WWTP capacity, as set out in the planning application documentation, this development triggers the modular expansion of the WWTP to its Phase 2 capacity of up to 1900 population equivalent (PE) under its existing 10-year permission, Ref WCC 2019633, granted on 9th March 2020, with permitted duration to 2030.

Phase 1 of the Kilmore Quay WWTP Upgrade (new plant at Nemestown) has been completed and provides for a current PE of 850, with modular expansion available under the WWTP (Ref. 2019633) permission. The Uisce Eireann (UE) Wastewater Treatment Capacity Register currently indicates there is existing available spare capacity in the Kilmore Quay WWTP.

The UE confirmation of feasibility allows for a maximum reserve capacity use from the proposed development up to 744PE.

With the next phase triggered by the proposed development there will continue to be further capacity available for other developments in Kilmore Quay using wastewater treatment up to



approximately 300PE. This is in addition to the spare capacity that remains following the Phase 1 works.

12. Electricity Supply

METEC, consulting engineers have described the existing electricity network infrastructure to supply the proposed development when constructed and operational. Metec also prepared an energy design strategy to utilise as many sustainable design options as possible and energy-efficient features that are technically, environmentally and economically feasible for the project with an aim to achieve a development that is low energy and environmentally friendly. Please refer to the Climate Action and Energy Statement submitted with the planning application, Metec Report July 2025.

An Comisiún Pleanála will be aware of the imminent developments in the Irish and Celtic Seas to significantly bolster and meet the Government Renewables targets as a matter of National urgency. Rosslare and Waterford Ports at Belview, located in this locality, are actively preparing to support offshore renewable energy development, through port-related strategic infrastructure developments. Grid infrastructure strengthening is planned at sea and on land in the south of Ireland.

Recently the Pembroke to Bannow Interconnector has made landfall and will connect into the Great Island power station electricity grid connections in County Wexford. The EU sponsored France-Ireland electricity interconnector is being laid to landfall at Cork, intended to strengthen the pan-European grid by allowing import/export within the EU.

There is also significant addition to electricity generation in Ireland by renewables on land - wind, solar, biomass etc.

The Ferrybank/Belview has identified the area between Waterford City and Belview as a renewable energy-based, energy hub of national importance.

So, to suggest that the south of Ireland will be short of electricity is not looking to the immediate future.

13. Water Supply

The UE confirmation of feasibility in respect of water supply indicates that a 1.6km upgrade of water supply network infrastructure would be required to support the development and the overall Kilmore Quay settlement area. This upgrade will improve the water supply and pressure in the area in addition to supporting the proposed development.

The water supply infrastructure upgrade is to be funded by the developer as per agreement with Uisce Eireann (UE) and will be to the overall benefit of Kilmore Quay. A standard, appropriate condition is requested relating to UE water supply and foul water drainage arrangements.

Note, hosepipe bans in Ireland applied to the entire country, not just to Kilmore Quay. The Government has announced, 6th November 2025, an extra €200 million to be made available to UE to bolster domestic supplies and servicing for residential development. Kilmore Quay is ahead of the loop, having had the WWTP plant upgraded in recent years and a developer undertaking to enhance water supply to the benefit of the entire village.

As documented in the Civil Engineering Planning Report (DRA, 2025 submitted with the planning application), water supply for the Proposed Development will be from an onsite supply served by 2 no. proposed groundwater wells with a supplementary back-up mains supply from UE feeding into a drop tank to prevent backflow into the mains water system (24-hour water storage will be provided on site).

Conclusion

Policy and strategy at all levels supports development for a greater population and a self-sustaining economy.

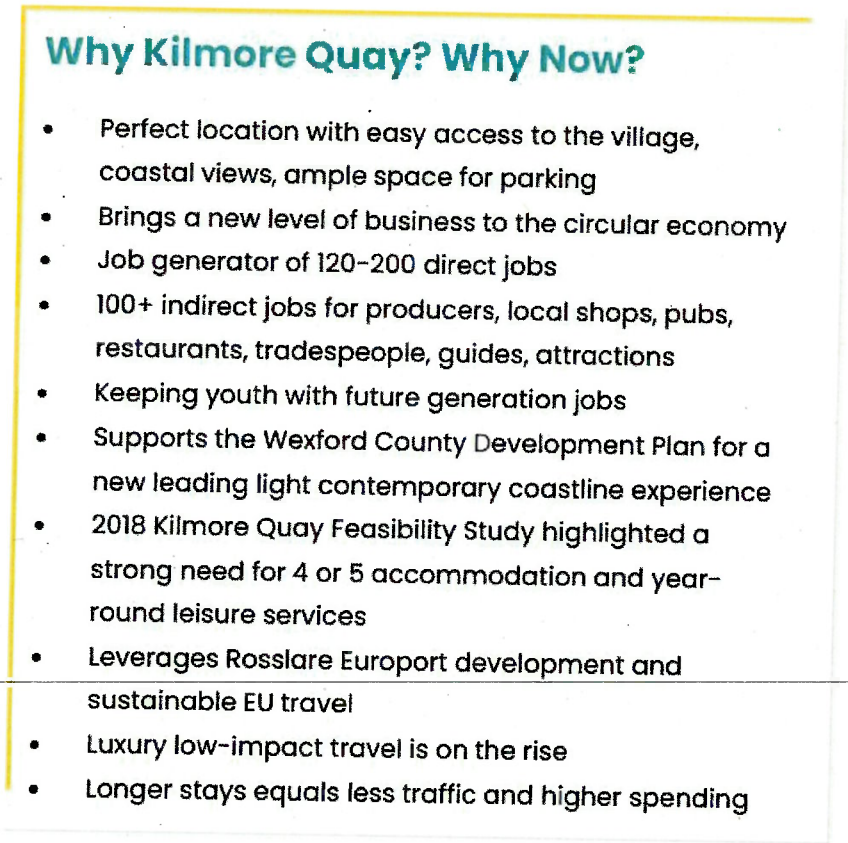
Failte Ireland have published the Wexford Coastal Tourism initiative and supports this particular development with a submission on file.

Infrastructure inadequacies described in the grounds of appeal will be remedied as a result of the proposed development to the benefit of the entire community.

The proposed development is supported by local service businesses, with an identified strengthening of viability, employment and profitability.

The current Wexford County Development Plan, noting the weakening of the local traditional fishing industry, has identified the future redevelopment of the village and its economy and stabilising the settlement rests with the marine economy in general, including marine tourism and recreation, not just relying on fishing, and in landside tourism development.

The planning application was very well and interactively prepared with consultations with statutory bodies, with the community and businesses. There is widespread community and business support and individual objectors have every right to make their case. However, planning is about the future and it was clearly indicated at the public information event that the proposed development would be beneficial particularly for the up and coming generations in Kilmore Quay, as per the extract below.



Why Kilmore Quay? Why Now?

- Perfect location with easy access to the village, coastal views, ample space for parking
- Brings a new level of business to the circular economy
- Job generator of 120-200 direct jobs
- 100+ indirect jobs for producers, local shops, pubs, restaurants, tradespeople, guides, attractions
- Keeping youth with future generation jobs
- Supports the Wexford County Development Plan for a new leading light contemporary coastline experience
- 2018 Kilmore Quay Feasibility Study highlighted a strong need for 4 or 5 accommodation and year-round leisure services
- Leverages Rosslare Europort development and sustainable EU travel
- Luxury low-impact travel is on the rise
- Longer stays equals less traffic and higher spending

The application and the response to appeals is forward-looking and has identified the supporting policies, objectives, sustainability, climate change adjustments, infrastructure

developments, change to renewable sources of energy that will bolster the south of Ireland and a shift to domestic and international tourism not based on air travel.

Request for Permission

Taking the above into account, it is requested that permission be granted with 10-year duration and with the attachment of appropriate conditions.

Simon Clear

Appendix 1 – Pre-Application Feedback

Appendix 2 – Information Leaflet and Feedback Sheet

Preplanning Number: **20240238**

Proposal: **Kilmore Quay Resort Hotel**

Location: **Kilmore Quay**

Policies National, Regional and Local include:

- National Planning Framework
- Realising our Rural Potential: The Action Plan for Rural Development (Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs, 2017)
- Future Jobs Ireland 2019: Preparing Now for Tomorrow's Economy (Government of Ireland)
- Enterprise 2025 Renewed: Building Resilience in the Face of Global Challenges (Department of Business, Enterprise and Innovation, 2018)
- People, Place and Policy: Growing Tourism to 2025
- Realising Our Rural Potential: Action Plan for Rural Development
- National Marine Planning Framework
- The Regional Spatial and Economic Strategy for the Southern Region (RSES)
- The Regional Enterprise Plan for the South East Region to 2020
- County Wexford LECP
- County Wexford Tourism Development Strategy

Principle & Development Plan

The development of a hotel and ancillary housing to provide tourism accommodation is welcomed. The site, located adjacent to the core of Kilmore Quay Village and with connection to mains water and wastewater treatment infrastructure, is considered to be an appropriate location for tourism development. The development will connect to the village by new and older rights of way but will also provide active travel linkages to the lands to the east at Nemestown linking into Ireland's Ancient East heritage trail "The Norman Way".

The development would provide for increased overnight stays in the County providing high quality accommodation in a location in the south of the County where there is a deficiency in the level of accommodation. The development would bring economic activity to the village and surrounding areas which have been facing persistent decline with the deterioration of the fishing industry.

Kilmore Quay is defined in the Wexford County Development Plan 2022 to 2028 as a Level 3b Strategic Settlement, stating that there is a strategic imperative to prioritise the development of these villages. The Plan recognises that some of the Level 3b Settlements are important contributors to economic activity at sub-county level, with existing large employers such as Kilmore Quay (marine, fisheries and tourism), Clonroche (agri foods) and Taghmon (food production and logistics). The Plan also recognises that some of the settlements, such as Wellingtonbridge, Kilmuckridge and Kilmore Quay, have potential to be regenerated through tourism related development. All of these settlements perform important functions including retail, commercial, education, residential, service and amenity functions for wide sub-county hinterlands. In general, these functions are far in excess of that required to

support their own population. It is considered that the development complies with the stated aims of the settlement strategy as proposed in the submitted plans.

Policies and objectives relating to Economic Development (Chapter 6) and Tourist Development (Chapter 7) are attached. It is the Council's stated aim that eeveryone must be able to enjoy tourism amenities and experiences, regardless of age or ability. The Council, through its roles as a planning authority and a building control authority, will ensure that there is a wide range of accessible tourism experiences. It is therefore recommended to display how the development complies with this stated aim.

Whilst the development is located adjacent to Kilmore Village, Section 7.7.4 Integrated Resorts and Amenities is relevant to this development which states that the Council recognises that some forms of tourism development, due to their self-contained nature or scale, may require a location outside of existing settlements.

This policy states:

> *The Council will give consideration to the development of a limited number of integrated tourism/leisure/recreation complexes at appropriate locations in the county. It must be demonstrated that the development is dependent on an existing local resource or a unique site characteristic or an overriding need is demonstrated for the development at that location. The use must be designed to respect the character of the area and any existing natural or built heritage features on the site. The proposal must not detract from the overall character and quality of the site's setting.*
>
> *An integrated tourism/leisure/recreation complex may include a number of following uses: hotel and associated facilities, health/spa/wellness facilities, restaurant/café, conference centre, golf course, equestrian centre, nature trails, walking trails, trekking courses, indoor/outdoor water facility, fishing facility, museums/art galleries and associated facilities.*

Section 7.7.5 Tourist Accommodation states that the provision of a variety of high quality tourist accommodation is important for visitors and it will encourage a longer dwell time in the county. Tourist accommodation should be located within towns and villages in order to be in close proximity to services, public transport and amenities. The Council will therefore direct new tourist accommodation including hotels, guesthouses, hostels, B&Bs and holiday homes to towns and villages.

Design and Layout

The proposed design of the hotel is of an architectural quality for this coastal location. The main mass of the building is set back from the edge of the coastline and with a degree of separation from the historic core of the village. The layout will open up new lands adjacent to the village and new routes to the east connecting to the Normal Way heritage trail. The vehicular entrance, located to the north of the village, will ensure that the visitor traffic will not have a negative impact on the Village Core.

The layout of the dwellings will require separation from the car parking and, apart from patio areas, there should be no private gardens.

The phasing of the development should be indicated in the planning application, however the hotel must be ready for use in advance of the holiday homes being brought into use.

Environment

AA screening is recommended to be carried out by an Ecologist and if necessary a Natura Impact Statement may be required given the recent designation of the seas as an SPA.

EIA is required for this development and an EIAR must be submitted with the application.

Ecological Assessment. It is noted that an ecological assessment is being carried out for this development. The development will be required to be designed to ensure net ecological gain and the details shall be incorporated into the landscape plan for the site.

The development shall be designed to reduce the impact of noise on existing and future occupiers of residential properties. A noise impact assessment shall identify locations that would require noise abatement measures.

Waste management and construction management and traffic plans are required that include noise and dust impact assessments.

- A noise impact assessment is required for the construction works and mitigation measures will be required.
- Dust survey will be required for the construction works and mitigation measures for the development.
- Measures to prevent surface water contamination.

The development should be oriented to maximise solar gain and to provide for solar panels on the roof.

The development should be to an nZEB standard.

Proposals for lighting overspill reduction to reduce impact on humans and wildlife.

Misconnections of foul and surface waters must be avoided and designed to avoid future mis connections.

Nature based surface water solutions are required to provide both ecological and hydrometric benefits.

Landscape and Biodiversity

A detailed Landscape Plan is required. The concept plan submitted is welcomed and measures to screen the development when viewed from the east and west must be included in the plan.

The development shall be designed to incorporate, as far as practicable, the amenities offered by existing trees and hedgerows and new developments shall have regard to objectives in the Plan to protect and preserve trees and woodlands.

Arboriculture assessment will be required.

Landscape and Visual Impact Assessment is required.

Biodiversity Networks and Green Corridors Areas of biodiversity value shall be protected and enhanced within and adjacent to the development sites.

Archaeological Assessment
An Archaeological Impact Assessment and Method Statement, prepared by a licenced archaeologist, will be required to support development proposals that have the potential to impact on archaeological features.

Accessibility for people with disabilities
Accessible parking must be provided as a level at least 5% of the total number of spaces.

Changing place is required and its provision, as proposed, will be an important addition to ensure equality in accessing the facilities. It should be made available to the public and located close to the entrance.

Accessible rooms should be identified on the plans, the holiday homes should also be capable of accommodating visitors who have a disability. Parking areas would be permitted adjacent to accessible units.

You are advised to contact the Access Officer to assist in ensuring that the development meets with the best available standards to ensure that eeveryone will be able to enjoy tourism amenities and experiences, regardless of age or ability.

Transportation
Traffic and Transportation Audit is required for the development.

Pedestrian – Footpaths need to be a minimum of 2 m in width, and raised tables are required at main crossing points.

Cycle – Cycle lanes should be provided on this site to promote active travel. Cycle parking areas need to be identified.

Public Transport – There is limited public transport serving the site. Special planning contribution may be required for the provision of bus stops in the area.

Electric Vehicle Charging Points must be provided for a minimum of 20% of all spaces. These spaces may be located centrally and should include parking for people with a disability.

Services: Water /sewer / surface water

The site is serviced by a public water supply and connection to the public wastewater treatment plant is nearby. There are no known issues regarding capacity within the public system but a pre-connection agreement will be required with Uisce Eireann. Nature based surface water attenuation measures will be required for this site.

Flood risk. The application site falls within flood risk classification C. There are no known flood risks. The coastline on the boundaries of the site may be subject to erosion in the future.

Diarmuid Houston
Senior Planner

14 March 2024

Local and National Policy

National Planning Framework
All of the NSOs relate either directly or indirectly to economic development and creating the conditions to support growth in the economy and employment while protecting our urban and rural areas, our environment and the natural and built assets.

NSO 6 aims to develop a strong economy, supported by enterprise, innovation and skills. This is dependent on creating places that can foster enterprise and innovation and attract investment and talent. It can be achieved by building regional economic drivers and by opportunities to diversify and strengthen the rural economy, to leverage the potential of places. This outcome will require the co-ordination of growth and place making with investment in world class infrastructure, including digital connectivity, and in skills and talent to support economic competitiveness and enterprise. NSO 3 recognises that rural areas play a key role in driving our economy and they must be a part of our country's strategic development to 2040.

NSO 2 and NSO 4 are focused on achieving enhanced regional accessibility (transport) and high quality international connectivity (digital), opening up opportunities to attract investment and growth. The remaining NSOs include a focus on creating the conditions to make places more attractive to live and work in and to ensure that supporting social infrastructures, such as childcare and education, are in place to attract workers, enable people to work and provide an educated workforce.

Realising our Rural Potential: The Action Plan for Rural Development' (Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs, 2017)
This is the Government's rural development policy document and it aims to unlock the potential of rural Ireland through a framework of supports at national and local level, which will ensure that people who live in rural areas have increased opportunities for employment locally, and access to public services and social networks that support a high quality of life. The Plan is focused around five key pillars, all of which will directly or indirectly improve the rural economy: supporting sustainable communities, supporting enterprise and employment, maximising rural tourism and recreation potential, fostering culture and creativity in rural communities; and improving rural infrastructure and connectivity.

Future Jobs Ireland 2019; Preparing Now for Tomorrow's Economy (Government of Ireland)
The focus of this policy document is to create highly productive, sustainable jobs and it focuses on five key pillars in the areas of innovation and technological change, improving SME productivity, enhancing skills and developing and attracting talent, increasing participation in the labour force and transitioning to a low carbon economy. There are 26 ambitions under these pillars that will enhance the resilience of our economy and ensure we are well placed to exploit future economic opportunities.

Enterprise 2025 Renewed: Building Resilience in the Face of Global Challenges (Department of Business, Enterprise and Innovation, 2018) sets out

a portfolio approach to sector development, recognising that sectors contribute in different ways to the economy, delivering added value, export growth and quality of employment as illustrated in Figure 4.2 of the RSES.
Other key **national** economic policy documents and initiatives which have informed this plan include:

- The development of the agri-food section (Food Wise 2025)
- The delivery of high speed broadband (National Broadband Plan)
- Developing the marine economy (Harnessing our Ocean Wealth and the National Marine Planning Framework).
- Realising the opportunities of the Bio economy and Circular economy (DBEI, 2019)
- Forestry (Growing for the Future and Business Area Unit Strategic Plans);
- Energy (White Paper-Ireland's Transition to a Low Carbon Energy Future 2015-30);
- Tourism (Wild Atlantic Way, Ireland's Ancient East and Ireland's Hidden Heartland's initiatives)
- IDA Ireland's regional enterprise development (Winning: Foreign Direct Investment 2015-19), Enterprise Ireland (Regional Enterprise Development Fund) and the Regional Enterprise Plan for the South-East to 2020 (see below).

The Regional Spatial and Economic Strategy for the Southern Region (RSES)
Element 5 of the Strategy is focused on building a competitive, innovative and productive economy. The economic vision for the region is to enable sustainable, competitive, inclusive and resilient growth.

Section 4.4 of the Strategy focuses on the development of key regional economic engines (Figure 6-2) identified as the MASPs, the Atlantic Economic Corridor and Eastern Economic Corridor followed by Key Towns, towns and villages. RPO 42 supports development of the Eastern Economic Corridor as a strategic economic driver in the region, extending economic and transport links from the Dublin-Belfast Corridor, to the South-east extending to Rosslare Europort.

Keys towns are also highlighted as regional economic drivers, with a need to develop centres of scales in these towns to perform this role, and to attract further economic development and investment. Large towns perform sub-regional economic roles, and the RSES supports the strengthening of their service and employment functions.

The RSES contains a range of supporting objectives to guide economic development including: Locations for economic development (RPO 62), developing the region's tourism potential (RPO 53), developing the low carbon economy (RPO 56) developing skills and talent in the region through investments in education (RPO 63),

supporting entrepreneurship (RPO 64 and 65) and growing the blue economy (RPO76-86).

The RSES also focuses on the economic role of the rural economy, and while it remains dependent on the traditional sectors of agriculture, forestry, construction and fishing, there is a need to focus on rural diversification, optimising the many opportunities offered by tourism, leisure and recreation and renewable energy production.

The Regional Enterprise Plan for the South East Region to 2020 is developed around five key strategic objectives focused on: enhancing the existing environment for enterprise and activity; establishing the South-East as a 'learning region' and a place for choice of talent and investment; developing a regional engagement strategy that is aligned with the RSES; highlighting the critical infrastructural developments required to enhance the economic potential in the South East; and developing the South-East as a region that is attractive to both domestic and international visitors with a sense of place and connected tourist amenities.

County Wexford LECP (under review) identifies three high level goals which underpin the Economic Development Strategy. These are:

- **HLG4** Develop and market County Wexford as an outstanding business environment for starting, growing and attracting business.
- **HLG5** Continue to protect and enhance our infrastructure and promote resource efficiency in order to create the right conditions for long-term sustainable economic growth.
- **HLG6** Protect and sensitively utilise our natural, built and cultural heritage and together with the Arts, realise their economic potential.

Policy and Objectives include

Wexford County Development Plan 2022 to 2028

Chapter 2 Climate Action

Objective CA15

To support the decarbonisation of the energy sector by supporting the implementation of the National Energy Efficiency Action Plan and investment in initiatives to improve energy efficiency and future proof the county's residential, commercial, industrial, agricultural and public building stock, including retrofitting in urban and rural areas and reduction in fuel poverty. The Council will encourage developments to achieve certification under systems such as the Home Performance Index and Leadership in Energy and Environmental Design

Objective CA18

To require the provision of Electric Vehicle charging point infrastructure and solar panels (the latter where possible and practicable) within residential, commercial and mixed use developments, and to support investment in the sustainable development of Electric Vehicle charging facilities aligned with the transportation networks in the county and the region and CNG refuelling stations aligned with the TEN-T corridors as a renewable technology for servicing public service vehicles and commercial fleets.

Wexford County Development Plan 2022 to 2028

Chapter 3

3.6.4 Level 3b Strategic Settlements

There are eight settlements included at this level: Bridgetown, Campile, Clonroche, Coolgreany, Kilmore Quay, Kilmuckridge, Taghmon and Wellingtonbridge.

Role and Function

There is a strategic imperative to prioritise the development of these villages. Some of the settlements are important contributors to economic activity at sub-county level with existing large employers such as Kilmore Quay (marine, fisheries and tourism), Clonroche (agri foods) and Taghmon (food production and logistics). Some of the settlements, such as Wellingtonbridge, Kilmuckridge and Kilmore Quay, have potential to be regenerated though tourism related development. All of these settlements perform important functions including retail, commercial, education, residential, service and amenity functions for wide sub-county hinterlands. In general, these functions are far in excess of that required to support their own population.

A number of these settlements have not been targeted for significant population growth over the lifetime of the plan but have been included on this level of the hierarchy in order to prioritise the growth of infrastructure, employment and community and amenity services and improve socio–economic outcomes.

While some of the settlements have sufficient wastewater capacity, investment is required in Campile, Kilmore Quay and Wellingtonbridge to allow these settlements to further develop.

Development Approach
The development approach for these Strategic Settlements is to:

- Tailor population growth for each settlement having regard to their existing baseline populations, potential for economic development and infrastructural capacities. When allocating population, regard was also had to the rate and pace of past development and the need to deliver social and community facilities to keep pace with recent development e.g., Bridgetown.
- Apply the sequential approach to the development of land, requiring residential development to take place within the existing footprint of the settlement. The leap frogging of infill/brownfield lands to undeveloped or greenfield lands will not be considered.
- Promote economic and enterprise development appropriate in scale to the settlements, such as expanding the potential of the marine economy and tourism in Kilmore Quay and developing the tourism potential of Kilmuckridge and Wellingtonbridge.
- Support learning, education and training initiatives, economic regeneration initiatives and enterprise to address unemployment and deprivation legacies which are evident in some of these settlements, e.g., Clonroche, Taghmon, and Bridgetown.
- Focus on maximising opportunities presented to settlements located on, or in close proximity to planned greenway routes, rail lines and the coast.
- Focus on the regeneration and renewal of these settlements.
- Ensure that new development contributes to the creation of attractive, liveable, well-designed, high-quality settlements and the local communities enjoy a high quality of life and well-being.
- Support community organisations who are working to develop community facilities and promote and facilitate initiatives in the public realm.
- Protect and enhance amenities, heritage, green infrastructure and biodiversity in these settlements.

The Council will vary the Plan to include settlement boundaries and specific objectives (and identify infill and regeneration sites) for these settlements within three years of the adoption of the County Development Plan or within one year of the adoption of the LAPs for Wexford Town, Enniscorthy Town and New Ross Town, whichever is the sooner.



Chapter 5 Design and Place-making in Towns and Villages

5.9 Connected Places and Design of Streets

5.9.2 Route Hierarchy

5.9.3 Street Design

Objective TV25

All applications for new developments shall demonstrate (and graphically illustrate in the design brief where appropriate) how permeability considerations have been integrated into the development. In the first instance the needs of pedestrians must be considered and the scheme and its various routes should be designed to ensure walkability.

Objective TV26

All new development must be laid out in connected streets. While network design does not have to result in complete permeability for all modes of transport, open

networks are generally considered as the most permeable but it is also desirable to encourage filtered permeability to provide routes specifically for pedestrians or for pedestrians and cyclists and/or public transport but not the private car. All development must make provision and graphically show pedestrian and vehicular connections to adjoining lands notwithstanding whether that land is already developed but particularly adjoining greenfield and under-utilised land.

Objective TV28

New development will be required to present an 'active edge' to streets and spaces to create a sense of place and variety and provide adequate surveillance in the interests of safety.

Objective TV29

To ensure all new buildings and developments provide adequate 'enclosure' for the spaces they adjoin. Existing building continuity must be maintained and opportunities to infill to create enclosure must be taken.

Objective TV30

To encourage, and in some cases require, the making of retrospective links to existing developments, where such links will improve accessibility, increase opportunities for walking and cycling, represents an improvement in the amenity and accessibility of existing developments. Such links are best made in conjunction with the provision of additional amenity space to make the links open and attractive.

Objective TV31

Pedestrian activities must be well considered in the design of streets and schemes. On new streets which are likely to have a high level of usage the design shall clearly indicate the three divisions of the pedestrian zone of the street - made up of the strip, footway and verge. These areas should be viewed and designed as three areas of activity.

Objective TV32 To require a design approach which seeks to create self-enforcing low speed environments which incorporate elements that instinctively alter

behaviour, thus reducing the need for more conventional measures. DMURS sets out a matrix[1] of appropriate design speeds which reflect the route type and context and user priority

Chapter 6 Economic Development

6. 3 Climate Action and

The Council, will inter alia,

- Support businesses and activities to transition to a low carbon economy, finding ways to reduce greenhouse gas emissions in their work practices such as Work Travel Plans and improving energy efficiencies in their operations, and to support them to become climate resilient.
- Continue to create job opportunities within our county to counteract unsustainable commuting out of the county for work, to focus on developing jobs in the four main towns, reducing the distance that people have to travel to and from work and to develop more sustainable modes of travel.
- Ensure economic activity is directed away from areas vulnerable to coastal erosion and/or flood risk.

6.6 Economic Development Strategy

This Strategy aims to increase opportunities for access to high quality, suitable employment for our residents and to improve fiscal conditions to allow investments in making Wexford an ever better place to live and work. This will be achieved through implementing the objectives of the NPF, Future Jobs Ireland 2019, the LECP, the RSES and this Strategy. The Strategy is based around five key elements: People, Profile, Property, Place and Pillars

Strategic Economic Development Objectives

It is the objective of the Council:

Objective ED01

To facilitate sustainable economic development, increase and improve job opportunities and ensure that County Wexford provides an outstanding business environment.

Objective ED02

To develop a strong economy in the county supported by enterprise, innovation and skill by building competitive regional economic drivers, supporting opportunities to diversify and strengthen the rural economy, supporting entrepreneurialism, sustaining and developing skills and talent and the development of high quality infrastructure, including digital connectivity.

Objective ED03

To sustainably develop, deepen and enhance the county's regional economic resilience by widening economic sectors and boosting innovation, export diversification, and productivity and increasing access to new markets.

Objective ED08

To develop our urban and rural communities as engines of economic growth, establishing Wexford as a great place to set up a new business.

Objective ED09

To support a positive presumption in favour of locating appropriate employment where it would address unemployment blackspots, support sectoral and location-based strengths and synergies with existing employers and take advantage of 'ready to go' property solutions.

6.6.5.1 Locations for Economic Development

The primary location for new commercial development will be in the four main towns. Commercial development in other small towns and villages shall be commensurate with their level in the Settlement Hierarchy. Our ports and harbours are critical assets and offer an opportunity for port-related and new development. Rural areas are vital for sustainable economic development and require careful management to ensure that competing pressures do not compromise their development and their unique character. Section 6.7 outlines the objectives in relation to economic development in each of these areas.

Objectives include :

Objective ED45

To direct commercial development to the settlements identified in the Settlement Hierarchy. Economic development proposals will be permitted within settlements on suitably zoned land or within towns and villages defined within the Core Strategy / Settlement Hierarchy, subject to the proper planning and sustainable development of the area. Exceptions to the objective will be permitted in accordance with those outlined in this chapter, Chapter 7 Tourism Development, Chapter 12 Coastal Zone Management and Marine Spatial Planning, Chapter 14 Recreation and Open Space Strategy, Volume 8 Retail Strategy and Volume 10 Energy Strategy of the Plan.

Objective ED47

To ensure employment locations follow the hierarchy set out in Chapter 3 Core Strategy, and ensure they are built fit-for-purpose. This includes the provision of access to utilities, connectivity, and other enterprise development factors; to identify future locations for strategic employment development having regard to accessibility

by sustainable transport modes and environmental constraints, and support a positive presumption in favour of locating appropriate employment where it would address unemployment blackspots, support sectoral and location-based strengths and synergies with existing employers, take advantage of 'ready to go' property solutions and local ambition.

Objective ED51

To ensure that, where economic development uses bound sensitive uses such as residences, natural and built heritage assets or community and education uses, that an appropriate buffer is maintained to protect the sensitive use.

6.7.3 Service and Strategic Settlements and Villages

Rural towns and villages are the local drivers for their surrounding areas. Their roles and scale vary across the region from large commuter-based settlements to towns with a strong service and employment function. The RSES emphasises the importance of networks between towns and villages including cross-boundary connections.

These settlements are a focus of local services and can play an important role in the provision of local employment opportunities. Such employment can offer an alternative to persons commuting to large towns. The provision of other commercial or industrial employment generating uses in these settlements also has an invigorating effect on these settlements by providing day time trade and activity. These towns and villages can play an important role for their rural hinterland with local professional services, childcare, post office, retail and, in some cases, banks and other lending institutions. Such development, which provides both local opportunities and at the same time provides services which are required by the rural community, will be encouraged. The local authorities' Digital Strategy are critical in promoting and guiding on the new economic opportunities arising from digital connectivity and indigenous innovation and enterprise. This should complement the more traditional natural and resource assets (e.g. food, energy, tourism) underpinned by the quality of the offering.

Service and Strategic Settlements and Villages Objectives

Objectives of the include:

Objective ED64

To facilitate commercial development, including office, industrial and commercial development, at a scale appropriate to the nature and scale of the settlement.

Objective ED65

To ensure that commercial development takes places in a sequential manner, with development such as local services, shops and professional services located in close proximity to the centre of the settlement. Where industrial or business park

development is being considered, the location selected should minimise impacts on the public realm but should adjoin the settlement.

Objective ED67

To facilitate the conversion of existing buildings, including residences where appropriate for employment generating uses, subject to Chapter 4 Sustainable Housing and the development management standards contained in Volume 2.

Objective ED68

To ensure that new development is appropriately designed, adds positively to the public realm of the settlement, is connected by footpaths and lighting and does not negatively impact on residential amenities.

Objective ED69

To support the strengthening of the viability of Service and Strategic settlements and villages including the protection of essential commercial rural services.

Objective ED70

To seek investment and initiatives that deliver smart technologies, revitalisation of mixed-use town and village centre streets, and pilot initiatives for regional good practice in renewal and re-use of buildings, in particular, for appropriate commercial developments.

6.7.6 Rural Economy

The Government's Charter for Rural Ireland (2016) states that frameworks will be put in place "To support enterprise creation and development, maintain and restore the rural cultural heritage, support and protect existing towns and settlements, facilitate safe and secure rural communities and foster an increased quality of life for all rural dwellers".

Rural economic development incorporates a broad range of sectors and land uses including agriculture, forestry, energy production, extractive industry and maritime activities. There are also areas of economic activity which are dependent on rural resources but which are not necessarily best located in our rural areas – such as industrial scale agrifood. Wexford, known as the 'Model County' based on its model agricultural practices, has the potential to become a leader in agricultural and rural related development.

Rural Economy Objectives

Objectives include:

Objective ED94

To support innovation, enterprise start-ups and the competitiveness of our rural economy.

Objective ED95

To develop a diverse base of smart economic specialisms in our rural economy, including innovation and diversification in agriculture (agri-Tech, food and beverage), the marine (ports, fisheries and the wider blue economy potential), forestry, peatlands, renewable energy, tourism (leverage the opportunities from the Wild Atlantic Way, Ireland's Ancient East and Ireland's Hidden Heartlands brands), social enterprise, circular economy, knowledge economy, global business services, fin-tech, specialised engineering, heritage, arts and culture, design and craft industries as dynamic divers for the rural economy

Chapter 7 Tourism Development

People, Place and Policy- Growing Tourism to 2025

The Government's Tourism Policy Statement sets out a series of policy objectives and headline targets to increase overseas visitor revenue to €5 billion, to grow total employment by 50,000 to 250,000, and to achieve ten million overseas visitors. The document also sets out the role for local authorities in the development and promotion of tourism which, from a land use planning perspective, includes:

- To continue to act as a primary developer of a range of public tourism infrastructure including outdoor tourism infrastructure and urban and rural heritage,
- To support community efforts in destination development including assisting communities to align their efforts with the tourism agencies, brand architecture and consumer segmentation model,
- To provide a competitive environment for tourism enterprises through a continued focus on high quality maintenance of public infrastructure frequently used by visitors,
- To promote universal access in tourism initiatives and developments, and
- To support efforts in destination development and promotion for 'age friendly' tourist and accessible tourism in collaboration with communities, relevant Government Agencies and stakeholders.

Realising Our Rural Potential-Action Plan for Rural Development

This Government Statement focuses on five key pillars to promote rural development. Pillar 3 relates to maximising rural tourism and recreation potential with the key objectives to:

1. Increase tourist numbers to rural Ireland.

2. Support sustainable jobs through targeted tourism initiatives including the support of key marketing initiatives such as Ireland's Ancient East,

3. Develop and promote activity tourism in rural areas through the development of blueways, greenways and other recreational opportunities, and

4. Develop and promote our natural and built heritage.

National Planning Framework

The NPF recognises that the country's wealth of natural heritage, built heritage, landscapes, green infrastructure, rivers, coastal areas and the marine, and the Arts and culture offer significant capacity to directly and indirectly sustain communities, create employment and deliver real social benefits for rural areas in particular. NPO 22 aims to facilitate tourism development and, in particular, a National Greenways, Blueways and Peatways Strategy which prioritises projects on the basis of achieving maximum impact and connectivity at national and regional level while NPO 60 requires the conservation and enhancement of the rich qualities of the natural and cultural heritage of Ireland in a manner appropriate to their significance.

Draft National Marine Planning Framework

The Draft National Marine Planning Framework recognises the importance of land-sea interactions in the tourism industry and the interdependence of the landside and marine elements. It aims to position Ireland as a world class sustainable coastal and marine tourism destination through the sustainable development of coastal and marine recreation activities, to support coastal communities, to maintain the natural marine and coastal areas and improve access for tourism.

Regional Spatial and Economic Strategy for the Southern Region

The RSES outlines that a successful tourism sector creates significant benefits for many other sectors such as agriculture, food and drinks, transport and retail. RPO 53 sets out the tourism objective for the region which is:

a. Enhance provision of tourism and leisure amenity to cater for increased population in the region including recreation, entertainment, cultural, catering, accommodation, transport and water infrastructure inter alia.

b. Promote activity tourism subject to appropriate site selection and environmental assessment processes.

c. Sustainably develop the road network and public transport services and facilities for improved visitor access, longer dwell times due to improved connectivity to ports and airports and tourism growth.

d. Sustainably develop walking and cycling trails opening greater accessibility to the marine and countryside environment by sustainable modes and promote the sustainable designation and delivery of Greenway and Blueway Corridors.

e. Facilitate appropriate tourism development and in particular a National Greenways, Blueways and Peatways Strategy, prioritising sustainable projects that achieve maximum impact and connectivity at national and regional level.

f. Identify and map catchment areas concerning culture, heritage and tourism of regional significance/scale. Such catchments should have the potential to deliver small-scale economic development and using wider local services such as post offices and local public transport.

g. Support the relevant authorities in the development of specific monitoring protocols for visitor pressure to ensure that tourism activities are maintained within sustainable limits for the European sites in the region.

RPO 54 reinforces the need to monitor and assess the on-going effect of tourism on sensitive features with particular focus on natural, archaeological and built heritage assets, while RPO 173 states that there will be investment in the sustainable development of infrastructure and service improvements on the transport networks along the region's key tourism corridors including Ireland's Ancient East.

County Wexford Tourism Development Strategy 2019-2023

The aim of the strategy is for County Wexford to become one of Ireland's most compelling tourism destinations and, in doing so improve the quality of life of people and communities throughout the county. It is envisaged that the strategy will directly:

- create new employment opportunities throughout the county;
- create year-round sustainable tourism businesses-driving 'season extension';
- diversify sources of income to Wexford's local economy;
- create and improve local infrastructure, facilities and amenities; and
- bring people and communities together.

The strategy is seeking to increase tourism revenue by 18.7% and visitor numbers by 12% and in doing so creating approximately 800 new jobs in the county.

The strategic goal for visitor experience development is *"To strengthen, develop and elevate Wexford's range of compelling, unique and must-do visitor experiences, creating real standout and competitive differentiation."* The visitor experience development framework is focused on five key elements:

1. Establish the most compelling clustered experience of Ireland's Ancient East. This will be centred on a clustered experience encompassing the Hook Peninsula, Loftus Hall, the Dunbrody Famine Ship, the Irish National Heritage Park, Tintern Abbey, JFK Homestead and Arboretum.

2. Develop Wexford's Town profile as a unique and vibrant Maritime town. This will be centred on the town's Viking heritage, its long and rich seafaring history, unique maritime environment, water sports, festival and food offering and, in time, the Trinity Wharf Development.

3. Establish Wexford's contemporary coastal experience. This will be focused on coastal towns from Gorey to Fethard, and encompassing key Blueways and Greenways, developing clustering experiences that will rejuvenate Wexford's sunny South East's proposition and position it alongside leading coastal experiences such as Cornwall in the UK.

4. Culture and heritage experience development. The development and clustering of unique and diverse cultural and heritage experiences (including the Irish National Heritage Park, Enniscorthy, Ferns Castle, Wells House, Johnstown Castle and the Norman Way), brought to life through storytelling and animation.

5. Create a new and unique and original iconic experience. The exploration and development of a completely new and unique visitor experience to Wexford (this is a longer term/horizon objective).

Wexford Local Economic and Community Plan 2016-2021

The Wexford LECP highlights the potential of tourism as an economic driver with a particular emphasis on its role in creating employment, supporting and sustaining rural communities and populations. High Level Goal 3 aims "*to continue to develop and promote County Wexford as a great place to live, work and visit*". Key priorities under this goal, which the Plan supports and will facilitate the implementation of, includes:

1. Support rollout of Ireland's Ancient East and other collaborative marketing ventures;

2. Provide support and training to develop Wexford's niche tourism sector.

3. Increase Wexford's profile as a tourist destination for both international and domestic tourism.

4. Increase the variety of quality tourist accommodation and

5. Diversification of the tourism product.

While the Council strongly supports the development of tourism as a key pillar of economic growth for the county, it also recognises that there is a need to protect and manage the county's tourism assets and resources to ensure their long term sustainability and ensure that new tourism developments respect, respond and enhance their physical setting, environmental quality and local community.

- Ensure new tourism related buildings are NZEB and ensure the design and layout of the site and buildings take account of predicted climate change.

- Work with relevant State bodies to protect the county's natural, built and cultural heritage from the impacts of climate change.

- Give consideration to appropriately located tourism developments that would allow our coastal areas maximise opportunities that the changing climate (warmer summers) will offer.

- Work with relevant State bodies, including Irish Water, to assess the capacity and resilience of water supplies in the county, particularly during summer months.

7.5 Tourism Development Spatial Strategy

The county has a strong tourism product with many opportunities to enhance the tourism offer and the visitor experience. This spatial strategy will facilitate the further development of a tourism industry which will act as a key economic driver in a socially and environmentally sustainable manner. The Strategy will also ensure that the industry develops in appropriate locations, and at a pace and scale which ensures that the natural and cultural assets, which form the basis of the industry, are not diminished in the long term.

7.5.1 Overall Goal

It is the goal of the Council, as set out in its County Tourism Strategy, to become one of Ireland's most compelling tourism destinations and in doing so improve the quality of life of people and communities throughout the county.

To achieve this, the Council will utilise Wexford's history including the Vikings, the Normans, the 1798 Rebellion and the 1916 Rising, its unique natural and built tourism assets and its strategic location to further develop tourism as a key economic driver for the county while ensuring that this takes place in a manner which respects the county's heritage, culture, people and environment.

7.5.2 Strategy

The spatial planning strategy will guide and facilitate the development of tourism products and experiences that are based around the use and enjoyment of our natural and built heritage assets by all. Having regard to this, the key aims are to:

- Ensure that the tourism industry in County Wexford continues to grow in a sustainable manner and to protect the county's natural and built resources and assets.
- Maximise the potential of tourism as a key pillar of economic growth for the county and region through the development of a high quality, strong, year-round tourism industry, which provides sustainable well-paid jobs.
- Maximise the potential of the Ireland's Ancient East Programme for the county through the participation in and facilitation of appropriate projects and initiatives.
- Promote improved access to the county through the further development of Rosslare Europort and the provision of enhanced public transport, road access, cycling and pedestrian infrastructure, incorporating the principles of universal design throughout the county.
- Enhance towns and villages across the county so that they are vibrant, attractive, accessible and welcoming places to visit and to maximise their potential to support and benefit directly from the tourism industry.

7.5.3 Sustainable Tourism

There is a need to achieve a balance between appropriate tourism developments and economic, environmental and social sustainability. In this regard, the needs of the visitor, the place and the host community must be carefully balanced and it must be ensured that the tourism assets can continue to be enjoyed by future generations and not prejudiced by short term or purely economic considerations. It is also imperative that natural assets such as habitats and species and water quality are not diminished or threatened by tourism development or activity.

7.5.4 Making Tourism Accessible for Everyone

8.10 Traffic and Transport Assessments, Road Safety Audits and Road Safety Impact Assessments

8.10.1 Traffic and Transport Assessment

TTA will be required for developments of a type listed in Tables 6.1 and 6.2 of Volume 2 Development Management Manual. It will be required for National, Regional or Local Roads in accordance with the requirements of Traffic Management Guidelines (Department of Transport, Tourism and Sport /Department of Environment, Heritage and Local Government/Dublin Transport Office, 2003). The TTA should include proposals to reduce reliance on car-based travel, including a travel or mobility management plan, and encourage more sustainable forms of transportation. Where a TTA is required a Road Safety Audit will also be required.

8.10.2 Road Safety Audits

Road Safety Audits (RSAs) involve the evaluation of a road or development scheme during design, construction and early operation stages to identify potential hazards to all road users. Road Safety Audits (RSAs) shall be undertaken for development proposals which require a new access, or significant changes to an existing access, road or roadside layout to a national road and other roads.

8.10.3 Road Safety Impact Assessment

A Road Safety Impact Assessment (RSIA) is an assessment required under EU Directive 2008/96/EC. It is a strategic comparative analysis of the impact of a significant new road, or for substantial modifications to an existing road on the safety performance of the road network. Its application is limited to proposals where the anticipated effect on the national road network is substantial and is therefore only required for major new road projects and road realignment in excess of 2km. Other proposals which do not meet these criteria may benefit from RSIA.

Objective TS81

To require that a Traffic and Transportation Assessment (TTA) is undertaken for development listed in Section 6.2.1 of Volume 2 Development Management Manual. The TTA shall be prepared having regard to the Traffic and Transport Assessment Guidelines (Transport Infrastructure Ireland, May 2014), Traffic Management Guidelines (Department of Transport, Tourism and Sport /Department of Environment, Heritage and Local Government/Dublin Transport Office, 2003) and Spatial Planning and National Roads; Guidelines for Planning Authorities

(Department of Environment, Heritage and Local Government, 2012). The TTA should include a Travel Plan/Mobility Management Plan which promotes sustainable travel where appropriate.

Objective TS82

To require that a Road Safety Audit (RSA) is undertaken in accordance with Section 6.2.2 of Volume 2 Development Management Manual for development which requires a new entrance or intensified use of an existing entrance or significant changes to an existing entrance or alterations to the carriageway or road layout adjoining a national road or for development on local or regional roads as appropriate. The RSA shall be prepared in accordance with Road Safety Audit GE-STY-01024 (TII, March 2015). The costs of mitigation measures shall be borne by the developer.

Objective TS83

To require that Road Safety Impact Assessments are carried out where appropriate in accordance with the standards set out in Section 6.2.3 of Volume 2 Development Management Manual. The costs of mitigation measures shall be borne by the developer.

11.10.2 Landscape and Visual Impact Assessment

Proposals for significant development (e.g. renewable energy projects, telecommunications infrastructure and the extractive industry) should be accompanied by a LVIA which includes Zones of Theoretical Visibility (ZTV) which indicate the areas over which the proposed development may be seen. Representative assessment viewpoints should also be identified. The number of viewpoints required will vary with the location and scale of the proposal. Priority should be given to views from sensitive locations (e.g. residential areas, areas popular with visitors or areas used for outdoor recreation), scenic routes and views from elevated locations. Photomontages should be included from each viewpoint showing the proposed development with and without any proposed screen planting. The LVIA should also include an assessment of the cumulative visual impacts of the proposed development in combination with other significant developments and structures existing and permitted in the area, as well as other live planning applications.

The Council may occasionally require the submission of LVIA reports for smaller developments than those mentioned above where there is a concern that a given proposal may have a significant negative impact on the landscape. LVIA may assist the planning authority in assessing the visual impact of the proposal and potential for mitigation and this may result in a more favourable outcome for a planning applicant.

The LVIA should be applied in a manner that is proportionate to the complexity, scale and likely significance of landscape and visual effects of the proposed development.

The planning authority will also use all tools available to it such as slope analysis and DTM and will add these to their GIS systems and use them in assessment as they are developed by the Council.

Landscapes Objectives
It is the objective of the Council:

Objective L04
To require all developments to be appropriately sited, designed and landscaped having regard to their setting in the landscape, ensure that any potential adverse visual impacts are minimised and that natural features and characteristics of the site are retained.

Objective L14
To adopt a presumption against developments which are located on elevated and exposed sites and where the landscape cannot accommodate such development with appropriate mitigation.

Objective L16
To require Landscape and Visual Impact Assessment Reports to be submitted for developments which may have a significant negative impact on the landscape.

Objective L17
To produce a DTM, slope analysis and 3D visualisations as resources allow and make them available alongside the County Development Plan landscape designations to be used by applicants and the Council alike in the assessment of visual impacts.

Chapter 13 Chapter 13 Heritage and Conservation

Biodiversity objectives include

Objective NH09
To ensure the protection of areas, sites and species and ecological networks/corridors of local biodiversity value outside the designated sites throughout the county and to require an ecological assessment to accompany development proposals likely to impact on such areas or species.

Objective NH10
To ensure that traditional field boundaries, ponds or small woods which provide important ecological corridors, stepping stones or networks are protected. Where such features exist on land which is to be developed the applicant should demonstrate that the design of the development has resulted in the retention of these features insofar as is possible and that the existing biodiversity value of the site has been protected and enhanced.

Objective NH11
To protect trees or groups of trees and woodlands of particular amenity and nature conservation value and make tree preservation orders where appropriate.

Objective NH12

To protect individual trees, groups of trees, woodlands and hedgerows of amenity and biodiversity value, from damage and/or degradation and work to prevent the disruption of the connectivity of the woodlands and hedgerows of the county. Commercial forestry will generally be exempt, except at peripheries and/or where they have not been maintained for commercial purposes.

Objective NH13

To ensure applications for development include proposals for native planting and leave a suitable ecological buffer zone between the development works and any areas or features of ecological importance. To minimise the removal of hedgerow and natural boundaries, and where hedgerows are required to be removed the applicant/developer will be required to reinstate the hedgerows with a suitable replacement of native species.

13.4.6 Protection of Elements of Architectural Heritage Merit

Many non-structural features, such as historic gardens, stone walls, ditches and street furniture make a positive contribution to our built heritage. Non-structural features can make an important contribution to the character of an area and help to create a distinctive sense of place. Carelessness and a lack of awareness can result in the loss of these elements. Such elements should be maintained and retained when local improvement works are carried out.

Chapter 14 Recreation and Open Space Strategy

14.5 Open Space

Objective ROS16

To ensure a detailed landscaping plan, for both hard and soft landscaping, prepared by a suitably qualified landscape architect, accompanies all major planning applications for residential schemes of ten or more houses and significant industrial and commercial developments of 1,000m2 gross floor space or more.

Volume 2

2.2.1 Application of DMURS

To effectively communicate how the principles, approaches and standards of DMURS have been applied, all proposed developments, regardless of their scale, must be accompanied by documentation that provides a clear rational for the project

2.3 Building Heights and the Development Management Process

In relation to the assessment of individual planning applications and appeals, it is Government policy that building heights must be generally increased in appropriate urban locations.

2.4 Sustainable Design

The Planning Authority will require buildings and layouts to conform to the highest possible standards of energy efficiency.

2.5 Amenity

All developments should be designed to protect the amenities of adjoining properties and properties in the vicinity

Section 5 Enterprise and Employment Developments

5.1 Requirements for all Developments

The Planning Authority will require all enterprise and employment developments to be high quality. While it is acknowledged that many of these uses have functional requirements that dictate the form and layout of buildings, the Planning Authority will require a high quality finish in terms of design and materials, site layout, car parks, signage and boundary treatments. These developments should be attractive places to work and positively contribute to the visual amenity and public realm.

The Planning Authority will consider the following when assessing these developments: • The proposal must comply with the relevant economic development objectives land use policies as set out in Volume 1 Chapter 6 Economic Development Strategy, Volume 3 Settlement Plans and Specific Objectives or the respective local area plan, where relevant. • The existing road network must be able to safely cater for the additional vehicular traffic generated by the proposed development. This may include developer-led improvements as part of the proposal to address any identified traffic issues. • The proposal must provide suitable and safe access arrangements, sufficient car parking for the vehicles using the site,

manoeuvring and servicing areas. • The proposal should also include safe and direct access routes for pedestrians and cyclists and suitably designed cycle parking areas. • The site layout, building design, associated infrastructure and landscaping arrangements must be accessible, propose high quality design and sustainability including energy efficiency and the protection and enhancement of biodiversity and green infrastructure. • Appropriate boundary treatments and means of enclosure are provided and any areas of outside storage proposed are adequately screened from public view. • In the case of proposals in the countryside, the siting, layout and design should respect and enhance the rural setting and provide for satisfactory measures to assist integration into the landscape. Within towns/villages, it is important to avoid abrupt transitions in scale and use

Section 6 Transport and Mobility

Table 6-1 Mandatory Thresholds for Traffic and Transport Assessments

Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road
Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists or the location is sensitive*
Residential development in excess of 200 dwellings
Retail and leisure development in excess of 1,000 m^2
Office, education and hospital development in excess of 2,500 m^2
Industrial development in excess of 5,000 m^2
Distribution and warehousing in excess of 10,000 m^2

Table 6-3 Sub-Threshold Criteria for Traffic and Transport Assessments

Vehicle Movements	The character and total number of trips in/out combined per day are such so as to cause concern.
Location	The site is not consistent with national guidance or local plan policy or accessibility criteria in the County Development Plan.
Other Considerations	The development is part of incremental development that will have significant transport implications.
	The development may generate traffic at peak times in a heavily trafficked/ congested area near a junction with a main traffic route.
	The development may generate traffic, particularly heavy vehicles in a residential area.
	There are concerns over the development's potential effects on road safety.
	The development is in a tourist area with potential to cause congestion.
	The Planning Authority considers that the proposal will result in a material change in trip patterns or raises other significant transport implications.

6.2.3 Road Safety Impact Assessment Road Safety Impact Assessment (RSIA) shall be carried out in accordance with the TII publication PE-PMG-02001 (December 2017). RSIA is required only where the anticipated effect on the national network is substantial. Smaller projects will not require assessment. RSIA shall be done for: • Any major new road project. • Road realignment of which a continuous section is greater than 2km. Projects which do not meet the above criteria may also benefit from RSIA. If there is any doubt the Safety (Roads and Tunnels) section of TII will be consulted in order to determine the requirement for RSIA for each specific scheme.

6.2.4 Workplace Travel Plans A Workplace Travel Plan or Mobility Management Plan outlines a series of measures to encourage sustainable travel modes and reduce car borne traffic within a development. Workplace Travel Plans are required for larger sized developments as defined in Table 6-4 in accordance with the Achieving Effective Workplace Travel Plans – Guidance for Local Authorities published by the National Transport Agency (NTA). Workplace Travel Plans are required for all new schools or for existing schools where 25% or greater expansion in classrooms is proposed

Table 6-4 Thresholds for the Submission of a Workplace Travel Plan

Land use	Workplace Travel Plan Statement	Indicative number of Jobs	Standardised Workplace Travel Plan	Indicative number of Jobs
Offices/ Financial	>500 m²	25-100	>2,000 m²	>100
Retails/ Shops	>600 m²	25-100	>2,500 m²	>100
Industrial	>2,500 m²	25-100	>6,000 m²	>100
Leisure		25-100		>100 or >100,000 visitors per annum
Hospitals/ Medical Centres		25-100		>100 or >100,000 visitors per annum
Warehousing	>2,500 m²	25-100	>10,000 m²	>100

6.3 Car Parking

6.3.1 Car Parking Standards

Type of Development	Maximum Standard	Maximum Standard in Town Centre or Village Centre
Residential		
House	2 per house	0
Apartment	1 per apartment	0
Hotel	1 space per bedroom plus 1 space per 25m² of function room/ bar/ restaurant/ meeting room space	1 space per 3 bedrooms 1 space per 50m² of function room or conference room
Guest House/B&B/hostel	1 space per bedroom or 1 space per 10 bed dormitory	1 space per 3 bedrooms 1 space per 100m² of function room or conference room
Caravan/Camping/Glamping Site	1 space per pitch	N/A
Commercial		
Shopping: general retail floor space (open to the public)	1 space per 20m²	1 space per 100m²
Offices: gross floor space	1 space per 25m²	1 space per 100m²
Public houses/ function rooms/ restaurants	1 space per 25m².	1 space per 100m²
Hot Food Takeaways	5 spaces	5 spaces
Cinemas, theatres, stadia	1 space per 3 seats	1 space per 100m²
Conference centres: Public Areas	1 space per 25m²	1 space per 100m²
Churches/ Church hall	1 space per 10 seats	1 space per 100m²
Nursing homes	1.5 spaces per bed	1 space per 3 beds
Other medical	3 spaces per consultants room	1 spaces per consultants room
Manufacturing light industry	1 space per 50m² (gross floorspace)	1 space per 50m²
Industry General	1 space per 50m²	1 space per 50m2