

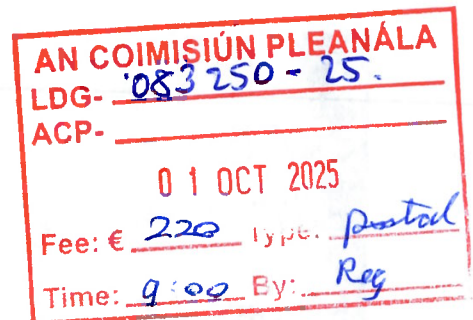
Wexford

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Six jobs are lost at P&O in Kilrane

Wed 19 Nov 2008 at 17:08



THE Wexford base of P&O Ferrymasters is set to close, with the loss of six jobs in its offices in Kilrane.

The freight operations business of P&O has had its customer services base for the Republic of Ireland in Kilrane for a number of years

However, staff were told recently that the company plans to close the offices in Wexford. P&O Ferries are owned by DP World Ltd.



Top Stories from Wexford



Heather
President for All



List of Employers who received payments under the Temporary Wage Subsidy Scheme (TWSS)

Section 28(8) of the Emergency Measures in the Public Interest (Covid 19) Act 2020 requires Revenue to publish a list of the names and addresses of all employers who registered for and received funding under the Government's Temporary Wage Subsidy Scheme (TWSS) which was in place from 26 March 2020.

The legislation as set down only provides for the publication of the names and addresses of employers that received TWSS payments. Revenue is obliged to observe taxpayer confidentiality in accordance with Section 851A of the Taxes Consolidation Act 1997 (TCA) in respect of all other details, for example, in relation to the amounts of subsidy paid.

Not all employers who registered for TWSS are included on the published list. The reasons for this are:-

- 1) Some employers registered for TWSS but did not receive any payment under the scheme.
- 2) Some employers initially received payments under the scheme but subsequently completed a process of 'reversing out' of the scheme. In accordance with published [Revenue Guidance](#), employers are considered to have 'reversed out' of the scheme where they completed a series of steps that ultimately ensured that they derived no benefit from the scheme.

As part of the 'reverse out' process, in addition to repaying the full amounts of TWSS received, employers are also required to make good on any shortfall of employers' PRSI contributions and employees' PAYE, USC and PRSI deductions arising from their participation in the scheme. Where these steps are completed, employers will have restored their own and their respective employees' tax and social insurance position to where they would have been had they never participated in TWSS.

In circumstances where employers have engaged with Revenue and are still completing the 'reverse out' process, they are excluded from the published list at this point. However, they will be added to the published list if the process is not completed within agreed timelines.

Employers that repaid the amounts of TWSS subsidy received and who have completed some of the 'reverse out' steps, for example paying any shortfall of employer PRSI, but who subsequently confirmed that they do not wish to complete the process are included in the published list.

Employers who are ineligible for the scheme will be required to refund all TWSS and make good all underpaid PRSI. Publication on this list will not negate this process.

The names of employers are presented on the published list in alphabetical order. The name and address shown for each employer is the current name and address held on Revenue's records. Where a business has more than one employer registration that received TWSS payments, each one is listed separately on the published list.

It is important to note that the inclusion of employers in the published list relates to the receipt of TWSS payments only and is not in any way reflective of their tax compliance position.

Finally, individual employees can see the amount of TWSS claimed by their employer on their behalf by examining their pay slip or by logging on to their Revenue myAccount.

Employer Name	Address 1	Address 2	Address 3	Address 4
MICHELLE QUATTROCIOCCI	5 MAIN STREET	LUCAN VILLAGE	CO DUBLIN	
MICHELLE RENEHAN	BRIDGE STREET	ATHBOY	CO MEATH	
MICHELLE ROBERTS	AWBEG HOUSE	BUTTEVANT	CO CORK	
MICHELLE RODGERS	CLARE STREET MEDICAL	26 CLARE STREET	DUBLIN 2	
MICHELLE RYAN & GRAINNE LAMON	RYANS VILLAGE CAFE	9/10 VILLAGE CENTRE	LUCAN	COUNTY DUBLIN
MICHELLE SKERRITT & RICHARD COSTIGAN	UNIT 3	HENRY STREET	NEWBRIDGE	CO KILDARE
MICHELLE STEEN	37 KENILWORTH SQUARE	RATHGAR	DUBLIN 6	
MICHELLE SWEENEY	SHAMROCK LODGE	ATHLONE	CO WESTMEATH	
MICHELLE THORNTON HOTEL SOLUTIONS	UNIT B10 CLONLARA AVENUE	BALDONNELL BUSINESS PARK	BALDONNELL	DUBLIN 22
MICHELLE WALSH	ARDVEEN	CROLLY	LETTERKENNY	DONEGAL
MICHELLE WHELAN	CASTLE BUILDINGS	FRIARY RD	NAAS	CO KILDARE
MICHELLE WOODGATE	NO 1 RATH ULLORD	BONNETTSRATH RD	KILKENNY	
MICHELLES SKIN AND BEAUTY CLINIC LIMITED	UNIT 1	WESTSIDE BUSINESS PARK	SEAMUS QUIRKE ROAD	GALWAY
MICK DWYER ELECTRICAL LIMITED	33 HILLSIDE	SKERRIES	COUNTY DUBLIN	CO DUBLIN
MICK GIBBONS CARPENTRY LIMITED	18 FUNSHION	RIVER VALLEY	MALLOW	CO. CORK
MICK MCCARTHY ROOFING & CARPENTRY LIMITED	PEAK	BOHERLAHAN	CASHEL	CO TIPPERARY
MICK MURPHY LTD	49/50 NORTH MAIN STREET	CORK		
MICK O'REILLY MOTOR REPAIRS LIMITED	UNIT 45B	BALDOYLE INDUSTRIAL ESTATE	BALDOYLE	DUBLIN 13
MICK O'SHEA HEATING PLUMBING LTD	UNIT 12 D	M4 INTERCHANGE PARK	MAYNOOTH RD	CELBRIDGE CO KILDARE
MICK PHIBBS LTD	TOUGHERS BUSINESS PARK	NEWHALL	NAAS	CO. KILDARE
MICK RICE TRANSPORT REPAIR SOLUTIONS LIMITED	KILRANE BUSINESS PARK	ROSSLARE HARBOUR	WEXFORD	
MICKAL LTD	SCRAGEEN	NEWPORT	TIPPERARY	
MICKY MAC'S PUBLIC HOUSE LIMITED	WOLFE TONE SQUARE	TUBBERCURRY	CO SLIGO	
MICKWELL LIMITED	20 BUNBURY GATE AVENUE	SWORDS	COUNTY DUBLIN	
MICO ELECTRICAL SYSTEMS LIMITED	UNIT C	261 DUBLIN ROAD	NEWRY	COUNTY DOWN BT35

Mick Rice Transport Repair Solutions Limited

 Updated: 12 hours ago  230 Views

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Summary

Mick Rice Transport Repair Solutions Limited was set up on Wednesday the 23rd of May 2018. Their current address is Ballyhire, Kilrane, Rosslare Harbour, Wexford, Ireland, and the company status is Dissolved with the company closing on Monday the 19th of May 2025. The company's current director Michael Rice has been the director of 0 other Irish companies. Mick Rice Transport Repair Solutions Limited has 1 shareholder.

Credit Score

Latest Credit Movement:



Date of Last Movement:

05/08/2025

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Mick Rice Transport Repair Solutions Limited

Summary

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Credit Score

- Latest Credit Movement:
- Date of Last Movement:05/08/2025
- Latest Accounts Filed:29/11/2024
- Report Based On Accounts:29/02/2024
- Next Set of Accounts Due:23/11/2025
- Overdue:No

Company Vitals

- Company Name:Mick Rice Transport Repair Solutions Limited
- Time in Business:6 Years
- Company Number:627260
- Company Size:Micro Company
- Current Status:
DISSOLVED
- Principal Activity:[4520] Maintenance and Repair of Motor Vehicles
- May Trade As:Mick Rice Transport Repair Solutions Ltd
- Registered Address:Ballyhire,
Kilrane,
Rosslare Harbour, Wexford, Ireland
Y35 P2K1
- RiskWatch: CEASED TRADING NOTIFICATION

Directors

Purchase either the Standard Company Report or a Credit Report to view details on the directors of this company.

Documents

Document	Pages	Effective	Received	Buy
Letter Of No Objection	1	null	30/01/2025	€6
Form H15: Application for Voluntary strike-off	3	null	30/01/2025	€6

Document	Pages	Effective	Received	Buy
Advertisement	1	null	30/01/2025	€6
Form B1C - Annual Return General	4	23/11/2024	29/11/2024	€6
FINANCIAL STATEMENT	13	23/11/2024	29/11/2024	€6
B83 ALTERATION OF FINANCIAL YEAR END DATE	4	13/11/2024	13/11/2024	€6
FINANCIAL STATEMENT	10	23/11/2023	19/02/2024	€6
Form B1C - Annual Return General	4	23/11/2023	19/02/2024	€6
FINANCIAL STATEMENT	12	23/11/2022	09/01/2023	€6
Form B1C - Annual Return General	4	23/11/2022	09/01/2023	€6
Form B2: Change of Company Registered Office Address	2	10/01/2022	10/01/2022	€6
Form B1C - Annual Return General	4	23/11/2021	10/01/2022	€6
FINANCIAL STATEMENT	11	23/11/2021	10/01/2022	€6
B1 ANNUAL RETURN	9	19/11/2020	19/11/2020	€6
Account details	10	19/11/2020	19/11/2020	€6
B1 ANNUAL RETURN	9	16/11/2019	16/11/2019	€6
Account details	10	16/11/2019	16/11/2019	€6
B1 ANNUAL RETURN	7	23/11/2018	17/01/2019	€6
Certificate of Incorporation	1	23/05/2018	09/05/2018	€6
A1 APPLICATION TO REGISTER AS A NEW COMPANY,	9	23/05/2018	09/05/2018	€6
Constitution	1	23/05/2018	09/05/2018	€6



Mick Rice t/a Transport Repair Solutions

121 lucht leanúna · **11** ag leanúint

Now open at Unit 2, Kilrane Business Park,
Rosslare Harbour, Co Wexford



Lean



Posts

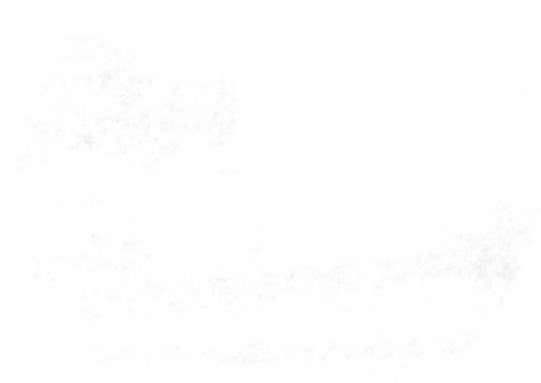
Eolas

Grianghraif

Mentions

Sonraí

Leathanach · Síopa Páirteanna Snártha



2010-2011
Mick H. ...
Solution

151 ...
100 ...
100 ...

100 ...



Mick Rice t/a Transport Repair Solutions



1 Meith 2012 · 

1st year over in Unit 2 Kilrane Business Park, thank you all for your support, greatly appreciated.

 Louise Devereux agus 19 eile

 20

 3



Tricia's Knits

Onwards and Upwards Mick.



Mick Rice t/a Transport Repair Solutions



22 Aib 2012 · 

We offer mechanical repairs, servicing and diagnostics for all vehicles - cars, vans, trucks and trailers. Mobile, on-site and at our garage. Call out service available. Puncture repairs . NCT/DOE preparation. Head lights bulbs and wiper blades in stock. Competitive ra... [See more](#)

The first part of the report is a general
description of the project and its objectives.
The second part is a detailed description of the
methodology used in the study.

The third part of the report is a detailed
description of the results of the study.
The fourth part is a detailed description of the
conclusions of the study.

The fifth part of the report is a detailed
description of the recommendations of the study.
The sixth part is a detailed description of the
conclusions of the study.



Solutions

6 Aib 2012 · 



Mick Rice t/a Transport Repair Solutions

28 Ean 2012 · 

We offer mechanical repairs, servicing and diagnostics for all vehicles - car... [See more](#)



Stephen Murphy agus Brian De Róiste



Mick Rice t/a Transport Repair Solutions



24 Feabh 2012 · 

Roadcraft Motorcycle Training

<http://www.roadcraft.ie...>



Mick Rice t/a Transport Repair Solutions



1. The first part of the report is a summary of the work done during the year.

2. The second part of the report is a detailed account of the work done during the year.

3. The third part of the report is a summary of the work done during the year.

4. The fourth part of the report is a summary of the work done during the year.

5. The fifth part of the report is a summary of the work done during the year.

6. The sixth part of the report is a summary of the work done during the year.

7. The seventh part of the report is a summary of the work done during the year.

24 Feabh 2012 · 🌐

Roadcraft Motorcycle Training

<http://www.roadcraft.ie...>

👍 Mick Rice t/a Transport Repair Solutions



Mick Rice t/a Transport Repair Solutions



28 Ean 2012 · 🌐

We offer mechanical repairs, servicing and diagnostics for all vehicles - cars, vans and trucks. Mobile, on-site and at our garage. Call out service available. Puncture repairs .

NCT/DOE preparation. Head lights bulbs and wiper blades in stock. Competitive rates. See more

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WEXFORD COUNTY COUNCIL

Local Government (Planning and Development) Acts, 1963 to 1983

NOTIFICATION OF DETERMINATION OF PLANNING APPLICATION

Further to notification of decision on the application described at Part 1 of this form, the application has now been determined as set out in Part 2. Please read the notes on the reverse of this document.

Signed on behalf of Wexford County Council.....

Date:.....

12 Dec. 1988

Part 1. Particulars of Application

Name and address of applicant:	Type of Application:
Transatlantic Roadside Ltd., /a Leman O'Keefe Assoc., 10 Kildare St., Dublin.	Permission for retention of extensions to shop and office at Ballygillane Big/Ballynecker (Townlands) Kilrane.
	Number in Planning Register: 09/1107
	Date of Application: 27th September 1987

Part 2. Particulars of Decision

DECISION: Permission granted subject to conditions.

Conditions and Reasons therefor:-

1. Oil or off roads and para areas shall not be discharged onto the public road.
2. The secondary treatment system for the septic tank effluent shall not be located under a hard parking area. It shall be sited in a traffic free area and shall be designed and constructed so as to give adequate treatment to septic tank effluent.
3. Any external illumination shall be shielded so as not to cause dazzle or glare on the face of the public road.
4. No sign, symbol, canopy or advertisement shall be erected on side of or on the building without the prior written consent of the Planning Authority.
5. The northern and western boundaries of the site shall be planted with a new planting consisting of a 2m deep belt of indigenous trees and shrubs. The planting shall commence within twelve months from the date of determination of this permission.

Copy/.....

NOTE: LIMITATION OF DURATION OF PERMISSION. *Section 2 of the Local Government (Planning and Development) Act, 1982, provides that, except in certain circumstances, a planning permission (including Outline permission) shall cease to have effect upon the expiration of a period of FIVE YEARS from the date of granting of such permission.*

NOTE: Outline permission is permission subject to further approval being obtained in accordance with Article 19 of the ~~Local~~ ^{Local} Government (Planning and Development) Regulations, 1977, prior to the commencement of the development. Until such further approval is obtained, the development is **NOT AUTHORISED**.

REASONS FOR CONDITIONS:

- A. To avoid the risk of flooding and thus prevent the creation of a traffic hazard.
- B. In the interests of public health.
- C. In the interests of traffic safety.
- D. & E. In the interests of visual amenity.

Note: Please see attached leaflet on Fire Safety Measures.

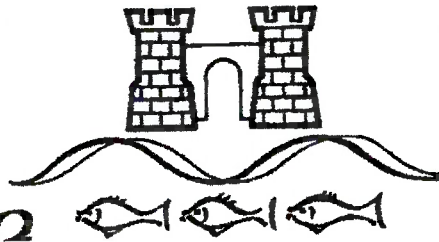
S
12/12/89

FLOOR
AREA: *[Signature]* sq. ft.

cómhairle
chontae

Loch garman

áras an chontae
loch garman



wexford
county
council

county hall
wexford

County Secretary's Office
Oifig an Rúnaí

All letters should be
sent to the Secretary:

Gúthán (053) 22211

Bhúr dtag:

Dáta:

Ár dtag:

PLANNING REGISTER NO. 89/1109

FIRE SAFETY MEASURES

NOTE:

The grant of planning permission does not relieve the applicant of responsibility for providing adequate fire safety measures. Failure to provide them could result in the service of a "Fire Safety Notice" under Section 20 of the Fire Services Act, 1981, and lead to the close down of the premises.

89 40 12

scale 1:500 THE Retention of extensions to store and office.
 CLIENT: Transcontinental Rosslare Ltd, Ballygillane B'g, Ballyknockan, Rosslare, Co. Wexford
 site area 0.909 Hectares.

LENNON O'KEEFE ASSOCIATES
 ARCHITECT & ENGINEERS
 19 BELSHAR STREET, WEXFORD.
 TEL: 051 8501245

28 SEP 1989
 LENDING SECTION

Buildings for retention is
 sought shown hatched

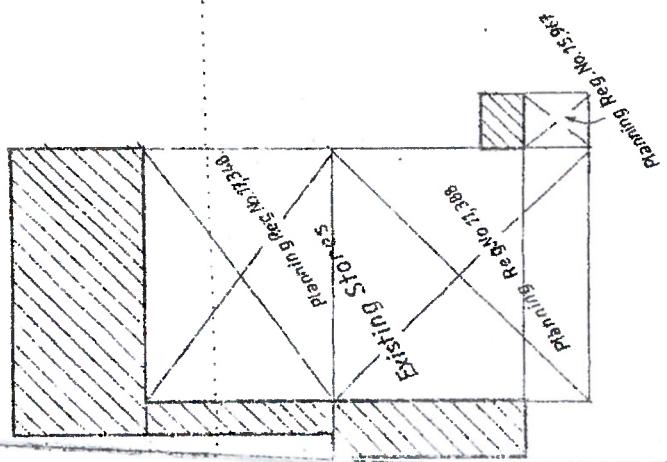


— Ballyknockan Td —

— Ballygillane Td —

— Public Roadway —

septic tank



— SITE PLAN —

LENNON O'KEEFE ASSOCIATES
A DIRECT & INDIRECT
10 SULLY ROAD STREET, WINDYBROOK
TEL: 01454 811111 FAX: 01454 811111

— LOCATION MAP —

28 SEP 1989

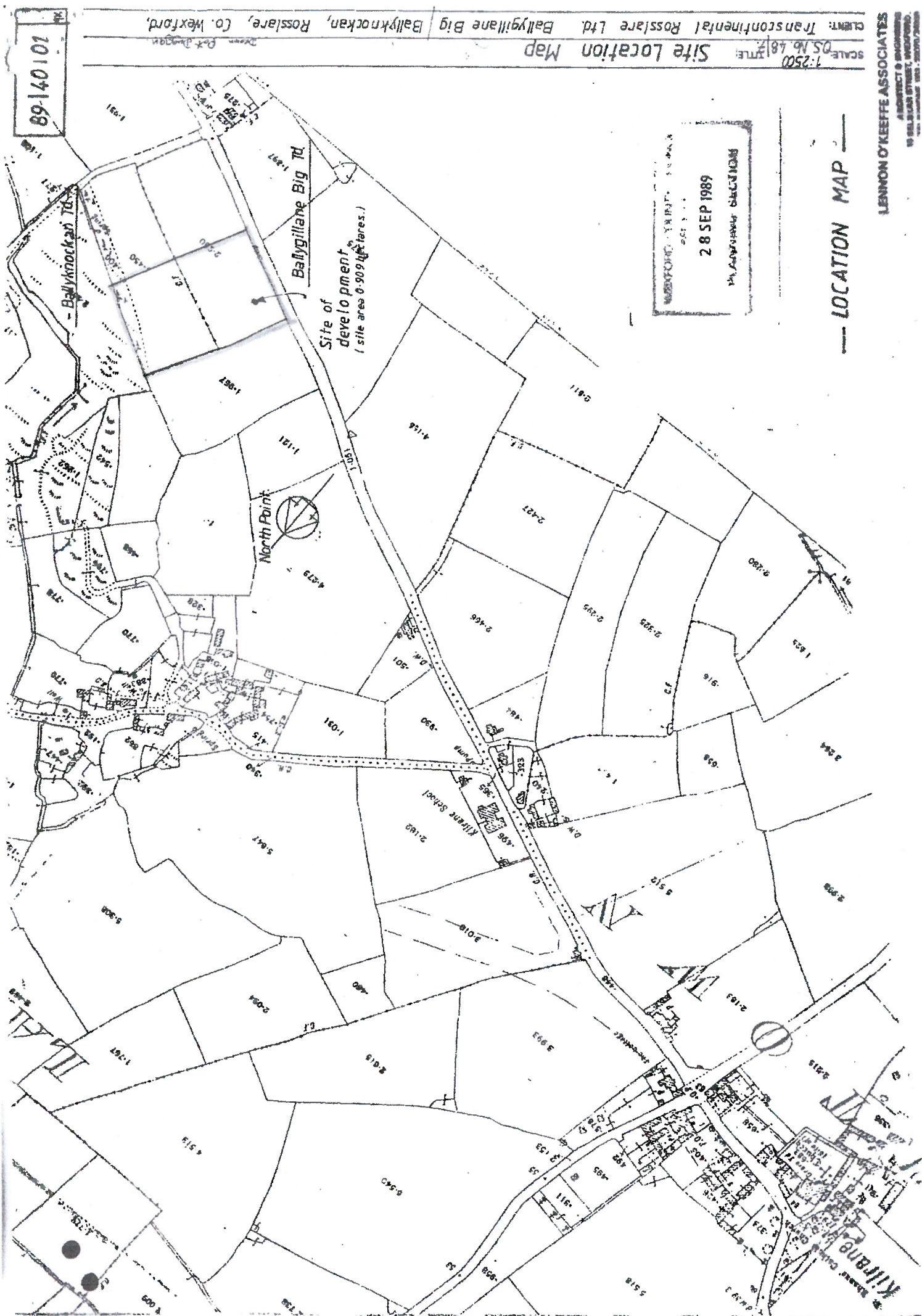
Dr. Andrew B. Davis

Site Location Map

S. No. 48/7

CLIENT: Transcontinental Rossare Ltd. Ballygillane Big Ballyknockan, Rossare, Co. Wexford,

89-40101



% 48 Cúl na Gréine,
Cill Ruáin,
Co. Loch Garman
30th of September 2025

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

Wexford County Council Planning Reference: EXDO1209

Date of Decision: 10th of September 2025

Operator: LeaTrans

Development Address: Unit 2, Kilrane, Business Park, Kilrane, Co. Wexford

Appeal Fee: €220 is enclosed

Applicant Details:

- **Name:** [Darren Ó Ceallaigh on behalf of Kilrane Concerned Residents' Group]
- **Address:** [% 48 Cúl na Gréine, Cill Ruáin, Co. Loch Garman]
- **Contact Number:** [086 1655010]
- **Email:** [kilraneconcernedresidents@gmail.com]

Site Location Subject to Declaration Request:

- **Address of Property:** Unit 2, Kilrane Business Park, Kilrane, County Wexford]

1. Purpose of Application- Appeal of Section 5 Declaration Request Unauthorised Haulage Use

We wish to appeal the Wexford County Council decision to exempt the above referenced development for the following reasons;

1. It is our contention that the current use of the building for haulage activity



constitutes unauthorised development, as any previous planning permission for such use has expired due to abandonment, and the re-commencement of this use represents a material change of use that requires a new planning permission application as it has lost its former usage rights.

2. The present use of this property is a material change of use causing significant negative environmental issues for the immediate neighborhood and broader community.
3. We believe this development requires an Environmental Assessment and Appropriate Assessment due to its location over a high risk fresh water source, and as such any development requiring an E.I.A or A.A cannot be exempted development.
4. The site in question is sitting on a high risk fresh water source that flows into St Helen's National Nature Reserve which is located along the boundary of the Carnsore Point Special Area of Conservation (SAC). This stream already is heavily polluted with fresh water fish no longer to be found in this river. The potential impact of the development in question can only make this situation worse, and poses a great risk to the Carnsore Point Special Area of Conservation.
5. We believe that it is incompatible with the existing "Light Industrial" zoning of the property.
6. We believe that a new planning application is necessary in order that we, the community, can express our concerns and that the planning authority can restrict the operation with relevant conditions as appropriate.
7. We believe that the nature of this development, and the potential for pollution into our fresh water system from oils, lubricants, petrol, diesel and other contaminants.
8. We wish to appeal the decision also as there was no planning report provided to us by the Planning Authority outline their reasons for classifying this development as exempted, failing to explain their reasoning on the issues involved. We also have no Planner's Report to base our appeal on. We find this troubling.

Accordingly, we seek a declaration from An Coimisiún Pleanála that the current haulage use is **not exempted development** under Section 5 of the Planning and Development Act 2000 (as amended).

2. Site Location and Description

The subject site relates to the former Transcontinental Depot, which is located at Unit 2, Kilrane Business Park, Kilrane, County Wexford.

Changes in the Area

The development in question is located in what is now a mainly residential area, completely different to when the original planning permission was given to Transcontinental in the 1970s, and the area is completely different to when the site was abandoned as a haulage depot in 2007. Kilrane Village is expanding along the St Helen's Road, the L7102, and further residential and public amenity developments are planned for this road in the Wexford County Development Plan 2022;

- a. Further expansion of the primary school to accommodate a 330 person population arising from growth in the Kilrane/Rosslare Harbour area by 2027. (This has already happened as of 2021)
- b. A recreational park south of the National School on the L7102. There is land to the side of Churchtown Wood earmarked for that development- Objective RK57
- c. Further expansion of the community centre on the L7102 or the building of a new one- Objective RK62
- d. The linking up of the area by footpaths/roads etc to make it a more attractive place to live to make the area more 'connected'. The village is 'severed' by the N25 according to the plan.
- e. Further tourism development in the area linking with St Helen's along the L7102, our coastline, green routes/cycle lanes and better pedestrian access- Objective RK25 and RK 56
- f. To improve pedestrian and cycle facilities in general and particular crossings at junctions, to improve the quality and width, where appropriate, of all footpaths in the settlement plan area and improved access for people with disabilities and to provide cycle friendly routes to/from school with cycle parking facilities and encourage school to provide cycle training to all pupils. Objective RHK21
- g. In addition the existing pre school facilities will need to be improved to meet the projected increased demand in the area in the coming years. These developments will be needed to meet the area's needs going forward.

Proposed Developments

The map below shows many of the proposed developments planned in the County

Wexford Development Plan.



- A. Kilrane National School which will expand over the course of the next County Development Plan to cater for the increase in population.
- B. Creche and Kilrane Community Centre: which will expand over the course of the next County Development Plan to cater for the increase in population.
- C. Proposed Kilrane Community Park
- D. 12 houses are currently being built as an extension to the existing Churchtown Wood housing estate.
- E. Planning Permission for 5 houses at the Olde School House
- F. Planning Permission for 5 units of retirement village
- G. New access road linking the L7102 and L7017 to cater for population growth/increased traffic as agreed at a Special Meeting of Wexford County Council on the 6th of September 2021. Lands here have been recently rezoned residential under the Wexford County Development Plan 2021-2027.
- H. All the land surrounding the new access road (G) above had previous planning permission for hundreds of houses. In the County Development Plan the residential growth of the village is to happen to the south of Kilrane, at these lands with planning applications live at present for these lands. Lands to the North of Kilrane are earmarked for industrial growth.
- I. The L7102 in the County Development Plan is earmarked as a Green Tourist Route, linking the village to the tourist amenities on this road, St Helen's Golf Club and Holiday Village, St. Helen's Bay and St Helen's Church and Pier. This is to be a cycle route also.

We believe these developments, show that Kilrane is now a different place than when Transcontinental received the original planning permission, and these developments



The following table shows the results of the experiment. The data is presented in a clear and concise manner, allowing for easy comparison of the different conditions. The results are as follows:

Condition	Result 1	Result 2	Result 3
Condition A	1.2	1.5	1.8
Condition B	1.1	1.4	1.7
Condition C	1.3	1.6	1.9
Condition D	1.0	1.3	1.6
Condition E	1.4	1.7	2.0

The results show that Condition C and Condition E have the highest values, while Condition D has the lowest. The data suggests that there is a significant difference between the conditions, and further research is needed to determine the exact cause of these differences.

were planned under the assumption that a haulage depot was no longer part of Kilrane Business Park, as that permission had long expired and a new future along the L7102 was being planned for our village. The recommencement of haulage in March 2025 represents a fresh use, not a continuation of an existing permission.

Also, where previous planning for shielding from the road was never enforced by WCC PP no. Enforcement case 0163/2011 was closed in 2014 following the grant of permission Planning reg 20120172 (retention of a concrete post and panel fence and the omission of an office extension and palisade fencing granted under planning reg 20044687) and substantial compliance with enforcement notice 0163/2011A. We feel that this development with its impact on neighbouring houses 50 metres away, would also require shielding due to noise, lights, sounds and visual impact. And is not exempted and should have to reapply.

3. Abandonment

The building located at Kilrane Business Park was previously used for haulage activity by Transcontinental and then P and O. However, this use ceased approximately 18 years ago when P and O ceased trading (see attached paper article) and the building has not been used for haulage purposes since that time. For the duration of these 18 years, the site has remained dormant or has been used by a mechanic, Mick Rice Transport Solutions, see attached documents. It has been used as an unauthorised waste metal management facility by Tamer since 2020 and Unit 2 was used as part of this see image below from August 2023. Tamer lost this case with An Bord Pleanála in 2024. See Enforcement Notice; 0047/2021 live for this site.



Recently, since March 2025, haulage activity has recommenced on the site in Unit 2. This re-commencement of use, after such a significant period of abandonment, is considered to be a new material change of use requiring fresh planning permission.

4. Precedent: Planning Permission Refusal No. 20240515

Crucially, a recent planning application for a haulage depot on an adjacent site, Planning Permission No. 20240515, was refused by the Planning Authority. The reasons for refusal are highly pertinent to the current situation and reinforce our contention that the current use is unauthorised and unsustainable. The refusal cited, inter alia:

"Given the stated activities on the site, traffic movements, noise generation, hours of operation and staff sleeping overnight, it is considered that these activities are inconsistent with the Light Industrial Zoning and would result in a detrimental impact on nearby neighbouring properties. The development is therefore contrary to the proper planning and sustainable development of the area."

The activities observed at the subject site mirror those for which permission was recently refused on the adjacent property. The reasons for refusal for PP No. 20240515 directly apply to the current unauthorised use, particularly regarding:

- **Inconsistency with Light Industrial Zoning:** The intensive nature of the haulage operations, including traffic, noise, and hours, is clearly at odds with the 'Light Industrial' zoning.
- **Detrimental Impact on Neighbouring Properties:** The increased noise, traffic, and general disturbance from the haulage depot have a direct and negative impact on the amenity of nearby residential properties.
- **Contrary to Proper Planning and Sustainable Development:** Allowing such an intensive use to operate without proper assessment and permission would undermine the integrity of the Development Plan and the principles of sustainable development in the area.

We believe that this precedent sets an example for planning in our area and that a new planning application is required due to abandonment, due to the impacts of the proposed development on the environment, neighbours and on the village.



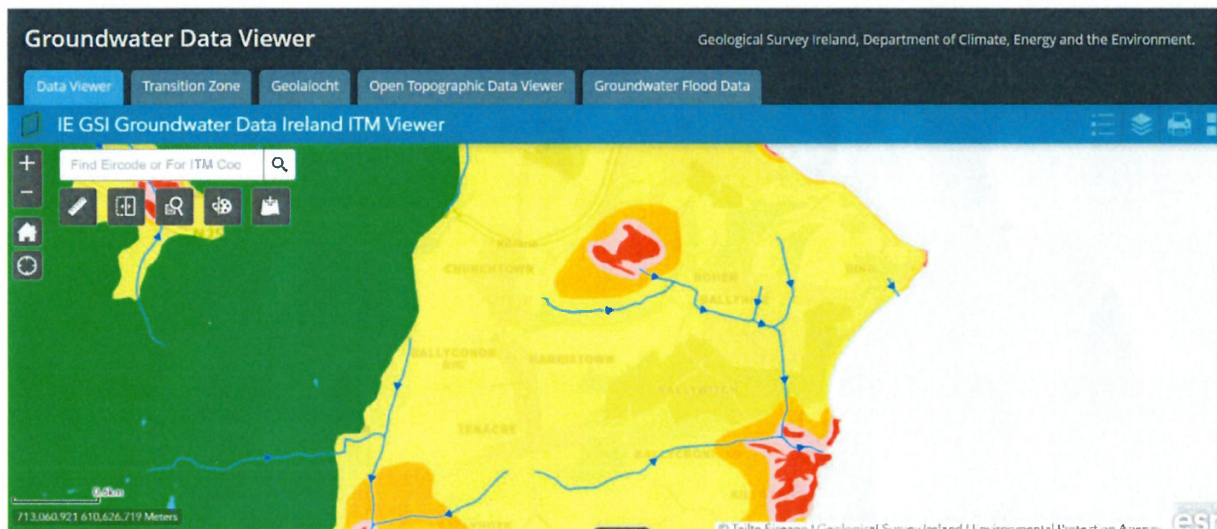
5. Environmental Assessment and Appropriate Assessment

This development is sitting on a high risk fresh water source which flows into St Helen's which is National Nature Reserve (pNHA). St Helen's is a National Nature Reserve due to the following;

- a. Glaciomarine Deposits: The site's cliffs are composed of massive to laminated muds with silty horizons, devoid of coarse-grained material.
- b. Arctic Microfauna: These mud layers contain well-preserved shelly cold-water microfauna, such as *E. clavatum* and *C. lobatulus*, indicating the presence of Arctic marine conditions during the last Ice Age.
- c. County Geological Site: The area is recognized as a County Geological Site for the significant evidence it provides of glaciomarine conditions during the decay of the Irish Sea glacier.

We believe that an E.I.A is hence required due to its potential impacts on St Helen's unique environment and as such it cannot be exempted development.

The site in question is an area of extreme national ground water vulnerability (see image below) due to it being a former quarry.



This is what the Geological Survey Ireland have to say on areas of extreme vulnerability (red above);

In Ireland, the term "national ground water vulnerability x" refers to the Extreme (X) vulnerability category assigned to land areas where the subsoil is absent or very thin,

or where there are karst features like swallow holes, allowing contaminants to reach groundwater quickly. This category signifies that groundwater is at extreme risk of contamination due to the lack of natural protection from the surface, and it is based on the Geological Survey Ireland (GSI)'s assessment of subsoil type, thickness, and the presence of geological features like bedrock or karst.

What is Groundwater Vulnerability?

It describes the intrinsic geological characteristics of an area that determine how easily groundwater can be polluted by human activities.

The vulnerability category is based on the ease with which infiltrating water and potential contaminants can move through the subsurface to the groundwater.

The "X" (Extreme) Category

Conditions: This category is assigned to areas where there is little or no protection between the land surface and the groundwater.

Key Features: It includes areas where:

Karst limestone areas: are present, where surface water can quickly sink underground through swallow holes.

Bedrock is near the surface: (at or within 1 meter).

There are point recharge features, such as sinking streams, that create a direct pathway for contaminants to enter groundwater.

Purpose of Groundwater Vulnerability Maps

Land-use Planning: They help manage land use by identifying areas where developments with a high potential to cause contamination should be restricted or carefully managed.

Preventative Measures: They guide the selection of appropriate preventative measures to protect groundwater in sensitive areas.

Economic Activity: They help ensure that protection schemes do not unduly restrict economic activities by allowing them to be located in lower-vulnerability areas.

How groundwater vulnerability relates to EIA

Groundwater vulnerability: describes the natural geological and hydrogeological characteristics that determine how easily groundwater can become contaminated.

We believe this proposed development is likely to have significant environmental effects. A full EIA is required because it will have significant impacts on the

environment and St Helen's, Seas of Wexford and Carnsore (SAC).

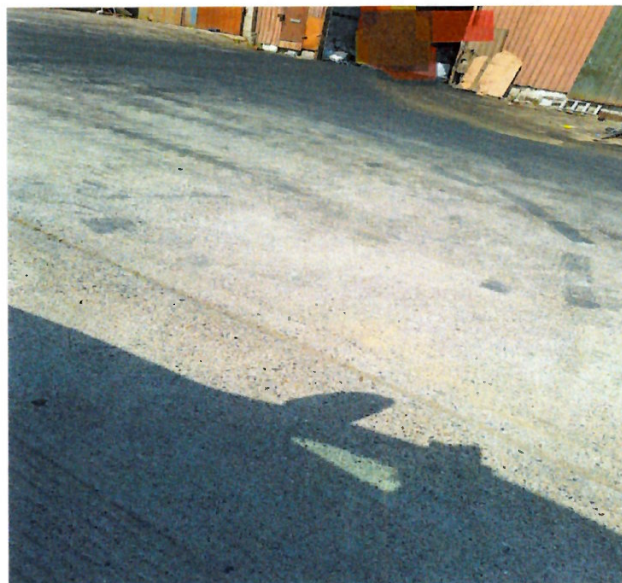
Natural Heritage Designations

The nearest Natura 2000 sites to the site are as follows:

- Seas off Wexford SPA (site code: 004237) is approximately 1km from the
- eastern boundary of the subject site, where the freshwater flows into
- Carnsore Point SAC (site code: 002269) is approximately 1km to the south
- east of the subject site, again where the freshwater flows into.
- St Helen's National Nature Reserve (pNHA), again where the freshwater flows into.

We believe that the development in question has no waste water facility and as such run off from the yard runs into the freshwater stream. The potential for pollution is hence huge considering fuels, oils and other contaminants used at the development and could cause serious environmental damage to the freshwater which would have massive impacts at St Helen's National Nature Reserve (pNHA) and would have an impact on Carnsore which is a SAC Natura 2000 site and highlights the need for an E.I.A and A.A to be carried out.

See picture below from the 29th of September 2025 of the yard with oils and other contaminants, these pose a high risk to the groundwater as there is no water treatment facility and these contaminants wash off into the underwater stream at this site.



5. Current Use and Incompatibility with Zoning

In the County Development Plan 2022-28 the following objective is stated;

Objective RHK35

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

The current use of the building involves intensive haulage operations, including:

- Regular movements of Heavy Goods Vehicles (HGVs).
- Associated noise generation from vehicle engines, loading/unloading, and general depot activities.
- The company in question is using refrigerated containers which make excessive noise throughout the night, which is affecting adjoining residents' enjoyment of their homes.
- Operations extending to hours of operation that are inconsistent with light industrial activity. The company appears to work 24 hours a day
- Staff sleeping overnight, lack of proper cooking, sanitary and accommodation facilities for drivers.

The subject site is currently zoned as "Light Industrial" under the Wexford County Development Plan 2022-2028. The nature and intensity of the current haulage operations are considered to be fundamentally incompatible with the objectives and characteristics of a 'Light Industrial' zoning designation, particularly concerning:

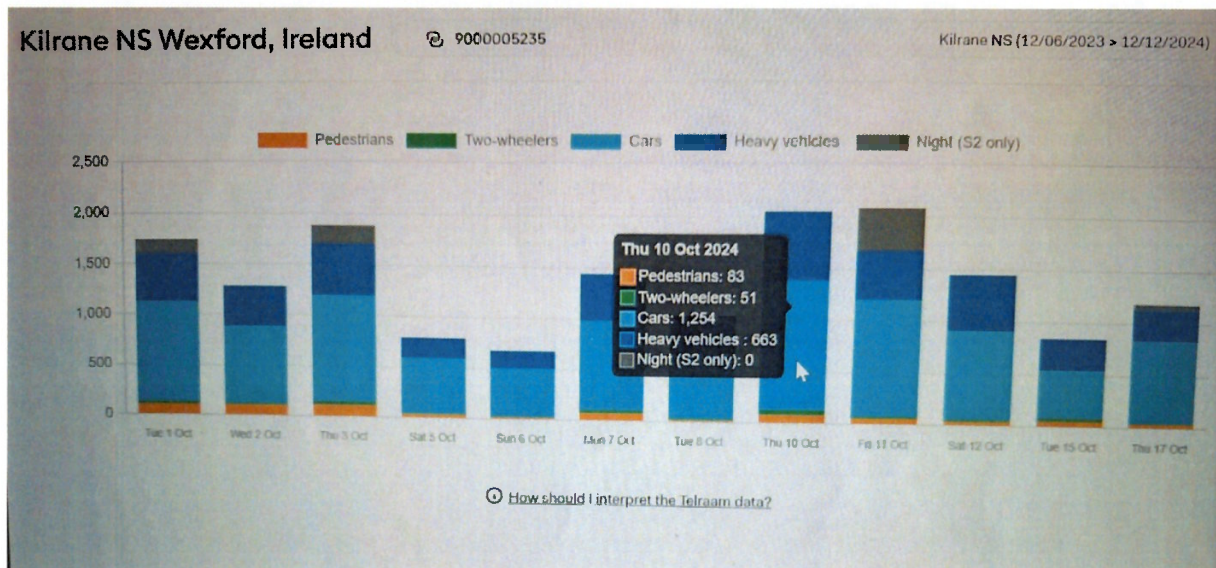
- Noise Generation: The level of noise generated by HGVs and depot operations is excessive for a light industrial area and impacts nearby residential amenities.
- Hours of Operation: The operational hours, particularly if extending into early mornings or late evenings, are not typical of light industrial activity and cause disturbance.
- HGV Traffic on Rural Road: The increased volume of HGV traffic on the small rural road leading to the site is unsuitable, creating safety hazards and congestion.
- HGV Traffic Passing School: The route taken by HGVs passes [Name of School], posing a significant safety risk to children and pedestrians, especially during school drop-off and pick-up times.
- Lack of Facilities for Drivers: e.g. drivers parking on roadside, lack of sanitary facilities, lack of dining areas, lack of rest/sleep areas.

A new access road to take HGV traffic away from Rosslare Harbour is located 1km away. This access road does not alleviate traffic problems in Kilrane, many of which

originate in Kilrane Business Park. We believe that the County Development Plan was written for Kilrane, with the understanding that a haulage depot in Kilrane Business Park was abandoned and lost its usage rights, and the efforts to alleviate traffic issues, including HGV movements in Kilrane since Brexit are central to the goals and objectives of the plan.

The residents purchased and installed their own Telraam traffic sensor on the L7102. Currently the L7102 can have between 500-700 HGV movements a day, which is a problem brought to our area by Brexit. We believe this is not sustainable development and no further HGV movements should be allowed on this road. Further to that the speed on the L7102 is excessive, see table below for a 50km/h stretch of road.

Traffic figures for dates in October 2024;



22:28 🌐 ☁️

📶 🔊 51% 🔋



🌐 telraam.net/en/locati

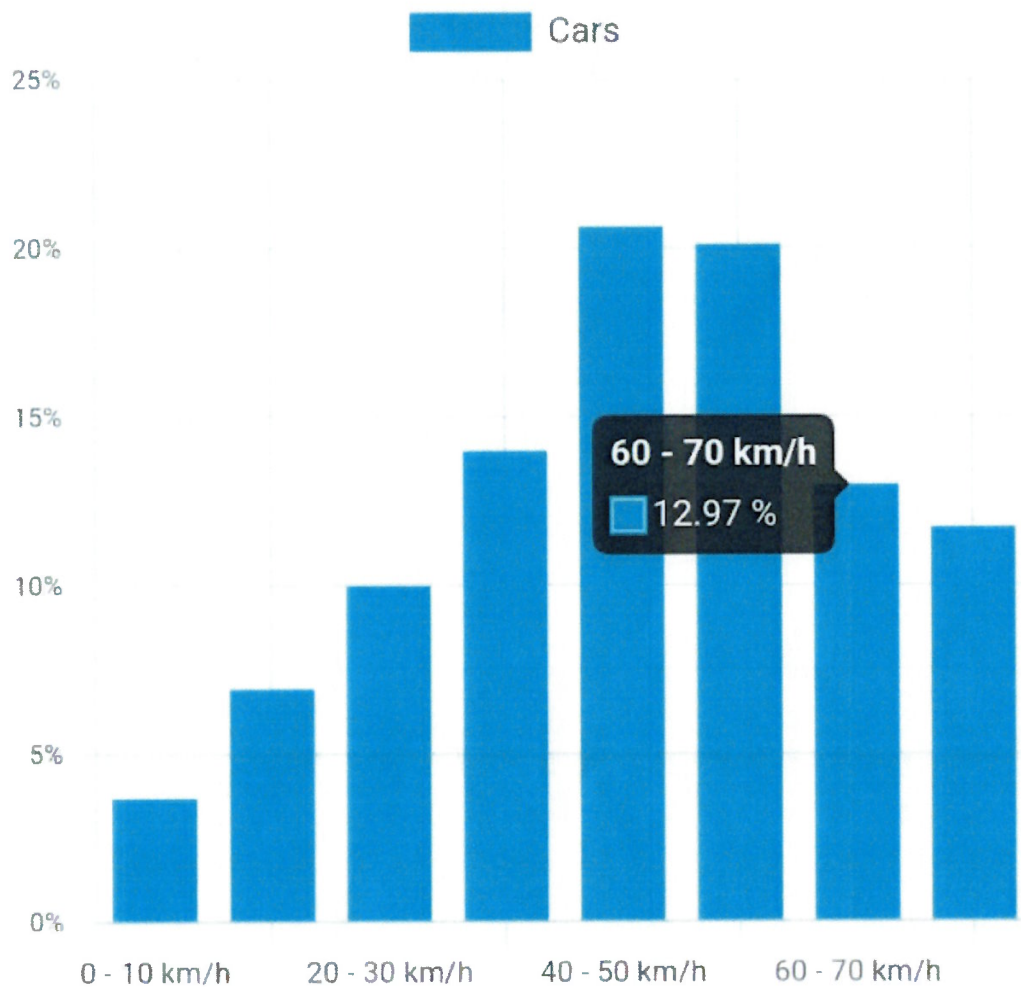


Speed cars



Speed in km/h

Speed in miles/h





5. Grounds for Declaration

Based on the foregoing, we request a declaration that the current haulage use at Kilrane Business Park constitutes unauthorised development for the following reasons:

1. **Abandonment of Previous Use:** The cessation of haulage activity for a period of 18 years constitutes an abandonment of any previous planning permission for such use. The re-commencement of this activity is therefore a new use, requiring a fresh grant of planning permission. The abandonment in 2007 and the usage then as a mechanical garage, shows that the previous use was no longer needed in the port area as the port was struggling in the intervening years. The move to reopen the building as per previous planning permission due to improved economic activity in the port since Brexit, is development and is not exempted, and requires a new planning permission application.
2. **Material Change of Use:** The re-establishment of intensive haulage operations, after a prolonged period of disuse, constitutes a material change of use of the land and building, which is not exempted development.
3. **Incompatibility with Zoning:** The nature and scale of the current haulage activity are incompatible with the 'Light Industrial' zoning of the area, particularly concerning noise, traffic generation (especially on a small rural road and past a school), and hours of operation.
4. **Precedent of Refusal:** The recent refusal of planning permission for an identical use on an adjacent site (Planning Permission No. 20240515) sets a clear precedent that such activities are considered contrary to the proper planning and sustainable development of this area and its zoning objectives.
5. **Impact on Amenity and Safety:** The current use is having a detrimental impact on the residential amenity of neighbouring properties and poses a significant safety risk due to increased HGV traffic on a rural road and past a local school.
6. **Requires and Environmental Impact Assessment and Appropriate Assessment and cannot be exempted development.**
7. **Granting this exemption would run contrary to the current and future residents' constitutional right to the peaceful enjoyment of their homes.** The residents of Cúl na Gréine and other adjoining residences bought their properties mainly since 2008, under the understanding that a haulage depot in Unit 2, Kilrane Business Park had been abandoned and had lost its usage rights.



8. Material Change of Use: The intensity and nature of haulage activities differ significantly from prior use.
9. Procedural Deficiency: Lack of a Planner's Report or transparent reasoning from Wexford County Council.

6. Supporting Documentation

Please find enclosed/attached the following supporting documentation:

- Site Location Map



- Original Drawings from the Transcontinental Planning Permission.
- Documents supporting Transport Solutions using Unit 2.

The Question

The question posed regarding our Section 5 declaration request (EXDO1209) is as



follows:

Does An Comisiún Pleanála agree with the Planning Authority's derogation that it is exempt development?

And does the site require an Environmental Impact Assessment (EIA) and/or Appropriate Assessment (A.A)?

7. Declaration

I hereby declare that, to the best of my/our knowledge and belief, the information given in this application is correct and accurate.



Signed:

On Behalf of : Kilrane Concerned Residents' Group

Date: 30th of September 2025

