

**SECTION 10-NORTH QUAYS STRATEGIC DEVELOPMENT ZONE –
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No	Name	Observation	Chief Executives Response	Chief Executives Recommendation
1	Gas Networks Ireland	No Comment	WCCC notes submission.	No amendments recommended. Implications for SEA and AA: No change.
2	Irish Aviation Authority	No Observations	WCCC notes submission.	No amendments recommended. Implications for SEA and AA: No change.
3	Walter Forde 12 South Parade Waterford City	Unsure about the “one tall building” idea. The South Quay is relatively uniform in height and the North Quay will look much more aesthetically pleasing if it reflects this form.	WCCC welcomes and notes the content of the submission. Given the strategic City Centre location of the site it is considered suitable that provision be made in the Draft Planning Scheme for a landmark building/s.	No amendments recommended Implications for SEA and AA: No change.
4	Darragh Murphy Grannagh Co. Kilkenny	<ol style="list-style-type: none"> 1. Previous submission in 2016 - Brief & Design for Office Buildings with Maritime / Transport Heritage Exhibits 2. Careful attention to massing, form & architectural treatment. 3. In favour of a central Transport Hub for the City with resulting improvements. 	<p>WCCC welcomes and notes the content of the submission.</p> <ol style="list-style-type: none"> 1. The Draft Planning Scheme does not preclude cultural facilities and therefore proposals for Maritime / Transport Heritage Exhibits can be dealt with at planning application stage. 2. Massing, form and architectural treatment is covered under Section 5 Architectural Strategy of the Draft Planning Scheme. 3. Noted 	No amendments recommended. Implications for SEA and AA: No change.
5	David Sutton Cuckaloo	<ol style="list-style-type: none"> 1. No indication of the effect of the proposed development on the businesses on the south 	WCCC welcomes and notes the content of the submission.	No amendments recommended.

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	Dunmore East Co. Waterford	<p>side of the river</p> <ol style="list-style-type: none"> 2. The sole basis for the plan assumes that the development of commercial premises will be taken up by profitable businesses without advice on rent/rates and utilities 3. The drawings indicate a fixed bridge. 4. The environmental data is incomplete in that the effects on navigation and river traffic have not been evaluated. 5. Have leases and licences been obtained under the Foreshore Acts 1933-2011 for any survey works etc. 6. Suggests replacement of traffic lights south of Rice Bridge with a roundabout to improve traffic flow. 7. Develop an Exhibition Centre of International standard. 	<ol style="list-style-type: none"> 1. The updated retail assessment that informed the Draft Planning Scheme clearly highlights that Waterford City is underperforming in terms of retail floor space. It is clear that the Draft Planning Scheme does not provide the full quantum of comparison retail but it is imperative that it makes a significant contribution to the future sustainable development of the City. It is considered that the development of the SDZ will make a positive contribution to the City. 2. A significant amount of preparatory work and market analysis in relation to commercial development was done in advance of the drafting of the planning scheme. It is not the remit of the planning scheme to give advice on rents/rates. 3. Section 3.a.5 of the Draft Planning Scheme states that <i>“The bridge will have an opening centre section equivalent in size to that currently available at Rice Bridge”</i>. The bridge will have a twin leaf bascule opening span with the same opening width as provided at Rice bridge just upriver of the proposed bridge location. With the opening span in the closed position the bridge’s clearance below deck over the navigation channel will be approximately 3.75m and 8.25m at high and low water respectively 4. See above. There is no anticipated impact on navigation and river traffic. 5. All statutory obligations in relation to 	<p>Implications for SEA and AA: No change.</p>
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			<p>obtaining appropriate consents or licences shall be met. Notice to the Minister and the public was provided in line with the Planning and Development Act 2000 (as amended) section 228 Part XV. The Council received a response from the Department of Housing, Planning, Community and Local Government prior to the commencement of the works advising of no objection to the works on the foreshore. A Screening for Appropriate Assessment of the ground investigation works was also completed.</p> <p>6. The traffic & transportation impact assessment for the Waterford North Quays SDZ has demonstrated that traffic generated by the SDZ development will be distributed around the road network and dissipated, so that it will not have a significant impact on the junction south of Rice Bridge.</p> <p>7. Noted. The Draft Planning Scheme does not preclude an exhibition centre.</p>	
6	Colm Browne Trans-Stock Warehousing & Cold Storage Ltd.	What Traffic Management Plans are in place during and post construction to ensure no disruption to his business – 50 plus movements on a daily basis via the Abbey Road, Ferrybank.	<p>WCCC welcomes and notes the content of the submission.</p> <p>Construction traffic (and related disruption) is a matter for development plan standards and is controlled via planning condition. The improvements of Abbey Rd, may cause temporary disruption but in the long term will benefit all business.</p> <p>The traffic and transportation impact</p>	<p>No amendments recommended.</p> <p>Implications for SEA and AA: No change.</p>

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			assessment has considered in detail the traffic conditions following completion of the SDZ development. A number of upgrades to the existing transportation infrastructure have been identified to provide adequate access to the SDZ development and to mitigate the potential traffic impacts. This includes upgrading of Abbey Road from its junction with Fountain Street to immediately east of the SDZ lands. A detailed construction stage traffic management plan will be required to be prepared to maintain adequate traffic access throughout the construction stage. The proposed transportation infrastructure necessary for the development of the SDZ will be required to be constructed first to ensure adequate capacity for both the construction and operation stages	
7	Jane Roche Dublin Airport Authority (DAA)	No comment at this stage.	WCCC notes the content of the submission.	No amendments recommended. Implications for SEA and AA: No change.
8	Ollie Breslin Waterford Youth Arts	<ol style="list-style-type: none"> 1. What will be the community dividend be? 2. The proposal for playgrounds and landscaped public spaces is excellent but I think there should also be a provision for a youth centre within the plan. 3. It would be a mistake to lump all the cultural groups in one area south of the river, suggests a Film Centre for Waterford. 4. The proposal for a large conference hall / venue is very exciting but the management of such a centre would be a big question. 	<p>WCCC welcomes and notes the content of the submission.</p> <ol style="list-style-type: none"> 1. The redevelopment of the North Quays will connect the North and South Quays creating a concentric city which will have far reaching benefits for existing and future residents. Section 3b.6 of the Draft Planning Scheme assesses the impact on communities and outlines how communities will benefit through the 	No amendments recommended. Implications for SEA and AA: No change.

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		5. The design at present doesn't take into consideration the rich heritage of the Docks .	<p>delivery of designated play areas, indoor recreational space and the provision of community and social facilities as part of the mixed land use policy for the SDZ. Communities will also benefit from improved connections across the River and from permeability and access through the site which will improve residential amenity for residents in the wider City environs.</p> <p>2. A youth centre would be permissible under the zoning see section 4.3.7 of the Draft Planning Scheme for a list of supporting uses.</p> <p>3. A film centre would be permissible under the zoning</p> <p>4. The planning scheme is a strategic document and the management of future elements of the development does not come under the remit of the scheme.</p> <p>5. The specifics of design shall be dealt with at planning application stage. Objective PSA1 states that all applications will have to demonstrate regard to the built heritage context of the site.</p>	
9	Paul M. O'Brien Sallins Co.Kildare	The North Quays project is essential to balancing the sprawl of Dublin. The South-East needs an anchor City & this development is the key to having that. The Government needs to step up to the plate & provide the funding to facilitate the project. Please do not be found lacking.	WCCC welcomes and notes the content of the submission.	No amendments recommended. Implications for SEA and AA: No change.
10	Joe Lonergan Ballyvoreen, Halfwayhouse	If there's a footbridge crossing the river, what will this mean for access to the berths for the tall ships	WCCC welcomes and notes the content of the submission. Section 3.a.5 of the Draft Planning Scheme	No amendments recommended. Implications for SEA and AA: No

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	Waterford		<p>states that “The bridge will have an opening centre section equivalent in size to that currently available at Rice Bridge”.</p> <p>The bridge will be provided with an opening span with a navigation channel width suitable for the passage of tall ships to the berths west of the bridge location.</p>	change.
11	Richard Cahill Sweetbriar Cottage, Wilkins St, Lower Newtown, Waterford.	Critical to create a major tourism attraction that does not exist anywhere else in Ireland. I propose a landmark viewing tower at a level perhaps 2 or 3 storeys above the proposed new buildings.	<p>WCCC welcomes and notes the content of the submission.</p> <p>Section 4.8 of the Draft Planning Scheme provides for landmark buildings at 70m. The Draft Planning Scheme would not preclude a viewing tower.</p>	<p>No amendments recommended.</p> <p>Implications for SEA and AA: No change.</p>
12	Transport Infrastructure Ireland	See Section 9	See Section 9	See Section 9
13	C.I.F. Construction Industry Federation S.E. Branch	The Construction Industry Federation (CIF) welcome the publication of the North Quays Draft Planning Scheme.	WCCC welcomes and notes the content of the submission.	<p>No amendments recommended.</p> <p>Implications for SEA and AA: No change.</p>
14	Tony Curran ABP Food Group Abatoir & Food Processing	Concerns regarding potential traffic impact the development will have and the proposed solutions. (Draft Traffic & Transport Impact Assessment).	<p>WCCC welcomes and notes the content of the submission.</p> <p>The improvements of Abbey Rd, may cause</p>	<p>No amendments recommended.</p> <p>Implications for SEA and AA: No change.</p>

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			<p>temporary disruption but in the long term will benefit all business in the area.</p> <p>The traffic and transportation impact assessment considers the potential traffic impact of the SDZ development and assesses in detail each of the junctions in the vicinity of the SDZ area to ensure that they will operate satisfactorily following completion of the development.</p>	
15	Jason Ryan, 37 Castle Oaks, Ferrybank, Waterford.	<p>Welcomes the development of the North Quays. It could make Waterford the next "Destination city" This project is vital to change the fortunes of this City and to place Waterford as the true regional capital of the south east.</p>	<p>WCCC welcomes and notes the content of the submission.</p>	<p>No amendments recommended.</p> <p>Implications for SEA and AA: No change.</p>
16	Jody Power Tranquillity Flows, Russian Side, Cheekpoint.	<ol style="list-style-type: none"> 1. This proposal should consider suitable berthing at the North Quays 2. Consideration must be given to provide a public berth at the North Quays for potential shoppers. 3. Development should be carbon neutral, 4. Waterford Council must ensure unhindered access to the waterfront 5. Waterford Council must consider the potential of a walkway along the water's edge from Rice Bridge to the SCA (Special Conservation Area) at Cromwell's Rock. 6. Waterford Council should consider the development of Cromwell's Rock as a civic amenity area and provide a much needed Public Park for the citizens of Ferrybank . 7. Cable car access from the south side of the city to the development . 8. Park and Ride facilities at the City's outlying 	<p>WCCC welcomes and notes the content of the submission.</p> <ol style="list-style-type: none"> 1. PSS 18 states the following "to facilitate where possible berthing facilities for recreational/leisure vessels and appropriate amenity provision reflecting the cultural heritage of the area". It is intended to retain the possibility of berthing medium and small cruise liners on the Frank Cassin Wharf as part of the development of the North Quays as a visitors centre. The possibility of providing other berthing for small craft along the North Quays will be kept open for future consideration. It would be in the context of the usage of the existing moorings on the Southern Quays which are currently under utilised and in the context that future 	<ol style="list-style-type: none"> 1. Insert the following Objective into Section 3a.8 <ul style="list-style-type: none"> • PSI 9 "To provide recharging points for electric vehicles within the car parking areas of the North Quays. <p>Implications for SEA and AA: The changes proposed contribute to the provision of sustainable transport infrastructure. These changes would not result in significant environmental effects arising from the planning scheme already determined in the SEA and AA. SEA and AA will be updated at Final Stage to include</p>

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		<p>major residential centres must be provided.</p> <p>9. Consideration must be given to ensure electric vehicles have ample recharging facilities at the development.</p> <p>10. Sound abatement strategies must be adopted</p> <p>11. Waterford Council must ensure that a well-equipped all-weather children’s playground and teenager’s BMX/Skate-board park is provided within the development.</p> <p>12. The remaining building must be demolished and removed.</p> <p>13. A significant detraction from the sustainability of the proposed development is the on-going sporadic release of obnoxious gases from the nearby meat processing plant in Christendom.</p> <p>14. Zone the development a Smoke-Free Zone,</p> <p>15. It is imperative that this river side development is raised a suitable amount thus ensuring flooding will not become an issue for the expected duration of the development.</p>	<p>moorings for small craft on the North Quays could not be allowed to cause any risk to commercial traffic on the river.</p> <p>2. See above.</p> <p>3. Section 5.4 of the Draft Planning Scheme deals with sustainable building design and PSA 59 requires all future planning applications to comply with ‘Nearly Zero Energy Building’ (NZEB standards)</p> <p>4. A minimum 10 meters wide promenade is provided for the entire length of the North Quays.</p> <p>5. Outside the remit of the Draft Planning Scheme but the feasibility of an extension to the promenade to Cromwells rock could be considered at a later date.</p> <p>6. Outside the remit of the Draft Planning Scheme.</p> <p>7. This does not form part of the current proposal for the SDZ but the feasibility of same is being investigated outside of this current process.</p> <p>8. The Draft Planning Scheme recognises the need for appropriate park and ride facilities. This is detailed under 3a.8 Future Proofing of Transport Needs.</p> <p>9. Noted –electric car recharging facilities should be provided in the car parks. Objective to be inserted into the Planning Scheme requiring recharging points for electric vehicles.</p> <p>10. This will be dealt with at planning application stage through appropriate</p>	<p>this provision and assessment.</p>
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			<p>conditions where necessary.</p> <p>11. Objective PSI 24 states that purposefully designed play areas shall be included as part of future planning applications. There is also a requirement under PSI 25 to provide an indoor recreational space. Specific recreational activities will be determined at planning application stage.</p> <p>12. Separate Part 8 process is currently underway for the demolition of the Hennebique.</p> <p>13. Outside of the remit of the Draft Planning Scheme.</p> <p>14. Outside of the remit of the Draft Planning Scheme</p> <p>15. A Strategic Flood Risk Assessment was carried out for the Draft Planning Scheme. Section 3b.1.4 deals with Flood Management.</p> <p>The hydraulic assessment simulates the 1 in 100 year fluvial flood event (with an allowance for climate change in accordance with OPW Guidelines) <u>combined</u> with a 200 year tidal event (including an allowance for sea level rise due to climate change in accordance with OPW Guidelines). Such an event represents a probability well in excess of a 200 year return period.</p> <p>Therefore, the stated design level of 4.42mOD provides protection in the case of a 0.5m rise in sea level, due to climate change. This is in accordance with the OPW's <i>The Planning System and Flood Risk</i></p>	
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			<i>Management – Guidelines for Planning Authorities (2009) and the OPW Climate Change Sectoral Adaptation Plan - Flood Risk Management (2015 - 2019).</i>	
17	Pat Moran The Mount Checkpoint	<p>A golden opportunity for Waterford going to waste- the opportunity for Waterford is there to complement the city and create a wow factor for Waterford.</p> <ol style="list-style-type: none"> 1. Is there not enough retail and commercial on the Ring Road and in other places and there are no shortage of sites should more be needed. 2. The Plan puts the North Wharf development in competition with the existing City Centre rather than enhancing and complementing the City. 3. The retail and commercial will replicate what is already in the city and this will impact on existing businesses in the City. 4. There is a question of retail and commercial outside and around this development- how big will it end up. 5. Will we have any more tourists than we have at the moment? 6. Buildings have priority on the site and it is intended to squeeze as much as possible onto the site. 7. Clearly no ships or boats here, no Tall ships- no cruise ships either. 8. The AA does not take into account the Port of Waterford’s work in the estuary 9. Too much emphasis on retail / commercial rather than the Estuary Area of Waterford Port. 10. The Plan is supposed to serve a future 	<p>WCCC welcomes and notes the content of the submission.</p> <ol style="list-style-type: none"> 1. Retail and commercial development should be located in the City Centre where possible. WCCC has avoided putting retail development along the Ring Road as it is not sustainable in terms of the vitality of the City Centre or in terms of traffic management. The optimum location for new retail and commercial development is on City Centre sites as provided for in the Planning Scheme. 2. WCCC consider that the development of the North Quays will complement the existing City Centre given the proposed sustainable transport bridge that will link the south and north sides of the River. This bridge will be a vital link that will create connectivity and linkages across both sides of the River. Given the City Centre location of the North Quays it is considered that its development will improve the overall retail offering in the City which will in turn make the city more prosperous for all. 3. The existing City Centre is currently underperforming in terms of retail 	<p>No amendments recommended.</p> <p>Implications for SEA and AA: No change.</p>

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		<p>population of 83,000 people- why prioritise 500-600 people for special treatment.</p> <p>11. It is not too late to avoid creating a north /south divide around the River, the Plan could be adjusted to complement and enhance the City.</p>	<p>development and there is significant retail leakage from the South East Region to Dublin and Cork. In order to reverse this trend, Waterford City needs to improve its retail offer which will in turn increase retail spend. This will have a positive impact on the entire City and existing businesses will benefit from a stronger City Centre.</p> <p>4. Any retail /commercial development outside of the SDZ will be governed by the Waterford City Development Plan.</p> <p>5. It is anticipated that the development of the North Quays with the provision for a high end hotel/conference centre and for a tourism facility would attract a significant number of tourists.</p> <p>6. The Draft Planning Scheme requires that a minimum of 20% of the site would be provided for public open space. This would include a 10 meters wide riverside promenade. This will greatly enhance the amenity of the area for existing residents in the northern environs of the City and also for future residents /workers/visitors to the North Quays.</p> <p>7. It is intended to retain the possibility of berthing medium and small cruise liners on the Frank Cassin Wharf as part of the development of the North Quays as a visitors centre. The possibility of providing other berthing for small craft along the North Quays</p>	
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			<p>will be kept open for future consideration. It would be in the context of the usage of the existing moorings on the Southern Quays which are currently under utilised and in the context that future moorings for small craft on the North Quays could not be allowed to cause any risk to commercial traffic on the river.</p> <p>8. Page 59 of Natura Impact Report refers to port activities.</p> <p>9. The Government Order SI 30 of 2016 sets out the appropriate land uses for the development of the North Quays. The land uses in the Draft Planning Scheme are in accordance with this Order. Furthermore the Council recognises that Waterford City has historically been underperforming in terms of retail development and the SDZ provides a unique opportunity to address this issue and ensure that Waterford City becomes an economic driver for the broader region as envisaged under national policy (NPF etc)</p> <p>10. Given the strategic City Centre location of the site it is considered appropriate that a mix of uses be provided for on the site. The Plan provides for up to 300 residential uses and this is complimented by office/tourism /retail development etc. To consider the entire site for residential development</p>	
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			<p>would not be the most sustainable use for the site. The Waterford City Development Plan and the Ferrybank Local Area Plan consider residential zoning in and around the City Centre to provide for future population growth.</p> <p>11. It is considered that the development of the North Quays will bring both sides of the City together through the development of the sustainable transport bridge and complimentary land uses.</p>	
18	Dept. Of Housing Planning & Local Government.	See Section 9	See Section 9	See Section 9
19	Michael Maher Kenure Court, Powerscourt Waterford	<p>As a former worker on the R & H Hall site for 20 years and as a member of the Waterford Archaeological and Historical Society the preservation of the Hennebique is welcomed.</p> <p>Puzzled as to why the Council, who state in the Master Plan that the building will be considered in any future development, now brings forward a plan to demolish it. No reason that the Hennebique couldn't be adapted to uses such as a visitors centre, exhibition space, maritime museum, etc.</p> <p>The floor to ceiling height has been cited as a disadvantage- I disagree- the floor to ceiling height is 2650mm except on the top floor where it is 3800.</p> <p>I appeal to the Council to preserve this iconic building.</p>	<p>WCCC welcomes and notes the content of the submission.</p> <p>It is not proposed to retain the Hennebique building. Section 21.1 of the Draft Planning Scheme states that the future use of the Hennebique building is not viable as it cannot easily be altered or adapted due to the nature of its construction and the removal of the building will be required to facilitate development of the site.</p> <p>Retention of the building at this central location within the SDZ would very seriously compromise the viability of suitable design options for the remaining SDZ lands. The retention of the building would therefore potentially sterilise the central portion of the site and jeopardise the viability of any redevelopment of the SDZ.</p>	<p>No amendments recommended.</p> <p>Implications for SEA and AA: No change.</p>

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			It is considered that the constraints of the site in terms of narrow width, changing levels, flood risk, access and gradients for transport etc would seriously compromise the setting of the former grain store and negate any perceived benefit accrued by retaining the structure on site.	
20	Cllr Adam Wyse	<ol style="list-style-type: none"> 1. Creating a digital dashboard. 2. Strategic Environmentally friendly approach to development. 3. Traffic maintenance in North Quays and surrounding area. 4. Electric transport people carrier on the pedestrian bridge. 5. A bike lane crossing the pedestrian bridge 6. A functional park and ride scheme on the outskirts of the City Centre. 7. Social housing should be powered by solar energy where possible. 8. Energy efficient green standard buildings for the industrial sector of the North Quays. 9. Provide car sharing- North Quays car park could provide up to 30 free car parking spaces for those who are car sharing. 10. Need for a range of types of businesses in any shopping centre to future proof against future click and collect style shopping . 	<p>WCCC welcomes and notes the content of the submission.</p> <ol style="list-style-type: none"> 1. Not under the remit of the Draft Planning Scheme 2. In line with the SEA Directive and the SEA Regulations and Guidelines, part of the purpose of the SEA is to describe the likely significant effects on the environment including biodiversity (flora and fauna) issues arising from the Draft Planning Scheme. To this end the SEA identified the plan’s proximity to and potential impacts on the Lower River Suir SAC as the main biodiversity /conservation concern. The SEA Environmental Report details the results from AA process, reported in the separate Natura Impact Report, including the site description and distances of Natura 2000 sites (SAC and SPAs) within the Zone of Impact, which must be assessed and highlighted for consideration at this stage of the planning process. The project ecologists conducted a walkover survey to obtain a complete understanding of 	<p>No amendments recommended.</p> <p>Implications for SEA and AA: No change.</p>

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			<p>the biodiversity value and likely significant effects of the proposed development. This information has been considered in the development of the Draft Planning Scheme and has resulted in specific biodiversity objectives being included in Section 3b.5, 4.3.6 and other supporting objectives.</p> <p>3. The traffic and transportation impact assessment considers in detail the traffic impacts associated with the development of the North Quays SDZ. The Waterford PLUTS identifies the need for further transportation infrastructure to enable the continued development of Waterford City as a whole.</p> <p>As suggested further measures to address traffic congestion can be implemented and are allowed for in the development as follows:</p> <ul style="list-style-type: none"> • The proposed sustainable transport bridge is designed to accommodate a City Centre bus service that will connect between the SDZ and Waterford City Centre. This service would be of benefit to the wider area of Waterford City and in particular the areas north of the River Suir. • The proposed sustainable transport bridge will provide for significantly improved accessibility for cyclists between the City Centre and both the North Quays and the wider Waterford City area north of the River Suir. The 	
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			<p>proposed developed will include the provision of cycle parking in line with the Waterford City Development Plan 2013 – 2019.</p> <ul style="list-style-type: none"> • The proposed development will include car parking in line with the Development Plan Standards. The public car parking, associated with the relocated train station and the retail and tourism related elements of the development will require to be managed and this will need to take into consideration the existing car parking tariffs in the City Centre. The proposed public car parking within the development will allow for some traffic that is accessing the City Centre from north of the River Suir to be intercepted before it gets to Rice Bridge and the South Quays. The combination of these measures provide a development that encourages sustainable transport both to and from the North Quays SDZ and the City Centre. <p>4. The Draft Planning Scheme allows for a City Centre bus service over the sustainable transport bridge (see Section 3a.1 of the Draft Planning Scheme).</p> <p>5. As per Section 3a.1 of the Draft Planning Scheme cyclists will be accommodated on the pedestrian bridge</p> <p>6. Section 3a.8 states that a future park and ride facility on the edge of the City</p>	
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			<p>feeding directly into the North Quays will be developed as part of a wider network of such facilities.</p> <p>7. As per section 5.4.4 of the Draft Planning Scheme a range of renewable energy options including solar will be encouraged for all development within the SDZ area.</p> <p>8. Section 5.4.of the Draft Planning Scheme and specifically Objective PSA 59 requires all future planning applications to comply with “nearly Zero Energy Building “standards.</p> <p>9. The provision of “free “car parking facilities for car pooling is outside the remit of the Draft Planning Scheme, but the principle of accessible park and ride schemes for the city has been adopted in the PLUTS strategy.</p> <p>10. It is the aim of the Draft Planning Scheme to encourage a wide range of complimentary uses with the SDZ. Section 4.3.7 of the Draft Planning Scheme allows for a range of additional supporting and community uses throughout the North Quays to achieve the living City Centre goal of the Draft Planning Scheme.</p>	
21	Eddie Lynch Knockroe, Passage East C/O Wessel Vosloo The Planning Partnership, Cork.	1. This submission requests that WCCC acknowledge that the Waterford City Development Plan is the relevant policy document in relation to the subject lands which are located outside of but adjoining the SDZ. There is concern that the policies contained in the planning scheme for the development of a Transport Hub, the delivery	<p>WCCC welcomes and notes the content of the submission.</p> <p>1. The National Spatial Strategy (NSS) Regional Planning Guidelines, (RPGs) and Waterford PLUTS all refer to the North Quays as a strategic development area with a Transport Hub at its centre. The Waterford City Development Plan zones</p>	<p>No amendments recommended.</p> <p>Implications for SEA and AA: No change.</p>

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		<p>of which is integral to the development of the North Quays SDZ will impact on future use of his land.</p> <ol style="list-style-type: none"> 2. The vagueness and general lack of detail on matters of design which are fundamental to how development on this SDZ will be realised. 3. Concern that building heights within the SDZ, may result in the occurrence of overshadowing to the detriment of properties outside of or bounding the SDZ. 4. Visual impact and the failure to provide an adequate consideration of the potential impact which the North Quays Draft Planning Scheme may have on the visual amenity of Dock Road. 5. The overall scale of development and the inadequacy of the consideration for existing land uses outside of the defined SDZ. 6. The objective of this submission is to ensure that Waterford City and County Council would acknowledge that the Waterford City Development Plan 2013-2019 is the relevant policy document in relation to the subject lands and, as such, policies which may impact directly upon the use and/or future development of the subject lands should not be included within the North Quays Draft Planning Scheme. 7. The presented North Quays Draft Planning Scheme appears to indicate a reliance on lands which occur outside of the designated North Quays SDZ for the delivery of critical infrastructure serving the proposal, specifically a Transport Hub/Interchange. The policies and 	<p>the North Quays as an “Opportunity Site” which highlights the need for a Master Plan in determining the best use of the entire area along with the provision of infrastructure and services to facilitate development. In particular the City Plan, at (Section 5.3.4) provides for “<i>a new rail platform on the North Quays as part of a <u>public transport interchange</u></i>”. It is therefore acknowledged that the North Quays is a significantly larger area than defined by the red line boundary of the SDZ and the development of the North Quays will influence development on a much wider sphere, beyond the SDZ itself. The Policy outlined at (S.5.3.4) outlines the logic of locating the bus interchange in close proximity to the rail terminus. Development of lands and infrastructure outside of the SDZ will be subject to separate Planning Approvals beyond the Planning Scheme process and therefore it is concluded that this element of the submission is not relevant in determining the Planning Scheme itself.</p> <ol style="list-style-type: none"> 2. It is considered that the Draft Planning Scheme gives sufficient detail in relation to design. Chapter 5 “Architectural Strategy” and specifically section 5.3 2 External Material Finishes and Technology sets out a range of design objectives to be met with in any future planning application for the SDZ. 	
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		<p>objectives of the North Quays Draft Planning Scheme cannot be applied to the property to which this submission relates, including any proposal for the use of this property for the development of a Transport Hub/Interchange or open space benefitting the regeneration of the North Quays.</p> <p>8. Provide a high level of detail into the specifics of the scheme to allow a sufficient understanding of the proposals and its potential impacts for developers or third parties alike, as well as the Planning Authority themselves.</p> <p>9. Overall, the North Quays Draft Planning Scheme is vague and substantially lacking in significant details to include: - The form, layout and internal circulation of the individual blocks and their associated impacts; - The location, distribution and concentration of the proposed land uses.</p> <p>10. The appropriate location, format and design criteria for tall buildings within the site, as well as their separation from the boundaries of the SDZ.</p> <p>11. In not providing the foregoing at an adequate level of detail, we would contend that the authors have inhibited the undertaking of an adequate assessment of the impacts which the proposal may have in terms of the proper planning and sustainable development of adjoining properties and on the northern suburbs generally.</p>	<p>Furthermore under PSA 1 there is a requirement to submit a Design Statement and Visual Impact Assessment as part of any future planning application.</p> <p>3. Maximum building heights are outlined in sections 4.6/4.8 and these heights have been decided upon in terms of suitability following detailed assessment. The heights in the central zone are reflective of the sites capacity to provide for building heights as provided for in the scheme having regard to shadow and shade and the necessity to provide for an architectural expression of scale as detailed in section 5.1.</p> <p>4. Considerable attention was afforded to the northern and southern aspects of the development site throughout the Draft Planning Scheme e.g. Sections 2.4/4.6/5.1. The SDZ site lends itself to development as it is fringed by high land/up land areas to the north /north east as detailed in sections 4.6/4.7.</p> <p>5. It is considered that the scale of development is reflective of the strategic City Centre location of the site and of the investment in infrastructure required to serve the site.</p> <p>6. Any lands outside of the SDZ will be subject to the policies and objectives of the relevant Waterford City Development Plan and to the relevant approval processes outside of the</p>	
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			<p>planning scheme.</p> <p>7. A portion of the transport interchange is located outside of but contiguous to the SDZ lands. Essential supporting infrastructure outside of the SDZ boundary is required in order to ensure the sustainable and integrated development of the SDZ.</p> <p>8. It is considered that the Draft Planning Scheme, which is a strategic, high level document, complies with the requirements of the Planning and Development Act 2000 (as amended) in terms of what the scheme should contain.</p> <p>9. See above</p> <p>10. Section 4.8 of the Draft Planning Scheme relates to landmark buildings. It is stated that landmark buildings are permissible in the Eastern and Western Development Zones and up to 70m OD. It is considered appropriate that provision is made within the site for landmark buildings which would reflect the strategic nature of the site taking advantage of its low lying nature which is fringed by uplands lending itself to high rise development. Landmark buildings will be subject to a design brief and the rationale for the tall building will have to be explained within the associated brief.</p> <p>11. The Draft Planning Scheme accords with the requirements of the Planning and Development Act 2000 (as amended) All</p>	
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			<p>future individual applications will comply with the requirement for further physical and environmental “impact assessment”. During the SEA process the SEA team assessed the information contained within the Draft Planning Scheme and where necessary requested for more information to be provided therein. This allowed the SEA team to identify the likely significant and strategic environmental impacts.</p>	
22	<p>David Brazil 2 Palm Drive, Grantstown Village Waterford.</p>	<p>The development of the SDZ on the North Quays presents a great opportunity for Waterford City and adjacent regions in the Southeast.</p> <ol style="list-style-type: none"> 1. The plans do not show a maritime core area. Mention is made (4.3.5) of tourism and cultural development. A maritime area should be included in core goals to take advantage of the river itself and reflect its rich historic significance to the city. 2. The Traffic and Transportation Impact Assessment should include transport in context of utilisation of the river itself. 3. A facility such as a maritime museum, in the vicinity of the cruise terminal discussed for the eastern end of the SDZ (5.1.8, PSA 34) should be included. 4. The width of the river should not be infringed by any further infilling or overhangs which would reduce its width. A core principle should be incorporated into the plans that the existing width of the 	<p>WCCC welcomes and notes the content of the submission.</p> <ol style="list-style-type: none"> 1. One of the visions for the North Quays as set out in Chapter 1 of the Draft Planning Scheme is to build on the context and riverside location of the site and to respect its maritime past. 2. It is envisaged that the development of the North Quays will not impact on the existing river traffic. Note that there will be an opening section in the pedestrian bridge. 3. A cultural/recreational building is a permissible use within the SDZ, with both museum and exhibition hall falling under this permissible use. 4. The width of the river is approximately 220 meters between the North and South Quays. The proposed river side promenade with an option of cantilevering up to 5 meters would not reduce in any meaningful way the width of the river and 	<p>No amendment recommend.</p> <p>Implications for SEA and AA: No change.</p>

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		<p>river is not reduced for items such as buildings, boardwalks or promenades.</p> <p>5. It is critical to the City and its relationship to the river that any bridges built will incorporate opening spans and that this facility is maintained as a core principle as the planning process is progressed and executed.</p>	<p>is therefore considered acceptable.</p> <p>5. An opening span has been incorporated into the pedestrian bridge.</p>	
23	Environmental Protection Agency	See Section 9	See Section 9	See Section 9
24	Irish Water	See Section 9	See Section 9	See Section 9
25	Owen Davin 18 The Fairways Ferrybank Waterford	<ol style="list-style-type: none"> 1. Surprised to see that the CPO and the North Quays site includes business units on Abbey Rd. 2. There appears to be little or no reference to the development of the Ard Ri Hotel site 3. A swimming pool should be considered 4. The inclusion of an urban beach area should be examined. 5. Consideration to relocating the Waterford Boat (Rowing) Club back to the North of the river. 6. Extend the existing quay side marina to the North Quays as well as providing better facilities for the docking of smaller cruise ships. 7. No mention of the heron (bird) in the Appropriate Assessment. 8. The reference to the cormorant does not 	<p>WCCC welcomes and notes the content of the submission.</p> <ol style="list-style-type: none"> 1. The CPO is a separate process to the Draft Planning Scheme 2. The Ard Ri site does not come within the SDZ boundary nor does it form part of the associated supporting infrastructure and therefore is not specifically mentioned in the draft plan for redevelopment. 3. Given the strategic and City Centre location of the site it is not considered that a swimming pool be specifically provided for within the overall site development however a swimming pool may be considered in conjunction with some of the permitted landuses such as the hotel. 4. Given the existing raised deep water 	<p>No amendment recommend.</p> <p>Implications for SEA and AA: No change.</p>

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		<p>appear to be accurate.</p> <p>9. The Traffic Impact Assessment gives significant focus to Bus Eireann timetables but no consideration of other bus operators.</p> <p>10. Is the new bus station instead of or as well as the existing bus station on the South Quays.</p>	<p>wharfs the creation of a “beach” would not be possible at this location The provision of a beach in the general vicinity could be examined as part of a future development plan review.</p> <p>5. The Waterford Rowing Club was never located within the red line boundary of the SDZ and there is no current plan for their re-location.</p> <p>6. It is intended to retain the possibility of berthing medium and small cruise liners on the Frank Cassin Wharf as part of the development of the North Quays as a visitors centre. The possibility of providing other berthing for small craft along the North Quays will be kept open for future consideration. It would be in the context of the usage of the existing moorings on the Southern Quays which are currently under utilised and in the context that future moorings for small craft on the North Quays could not be allowed to cause any risk to commercial traffic on the river.</p> <p>7. Grey Heron (<i>Ardea cinerea</i>) is not a Special Conservation Interest or Qualifying Interest for any Natura 2000 site within the Zone of Impact and therefore is not addressed in the AA Screening or the NIR.</p> <p>8. Cormorant (<i>Phalacrocorax carbo</i>) is of Special Conservation Interest for the Mid-Waterford Coast SPA and the impact of the plan on this SPA and this species was considered during the AA Screening and Natura Impact Report. While the SPA</p>	
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			<p>provides valuable habitat for breeding Cormorants it is 14 km from the North Quays SDZ and therefore it was determined that the Planning Scheme will not affect the integrity of this site, nor the maintenance of the favourable conservation condition of this species.</p> <p>9. A Transport Hub will be provided on Dock Road adjacent to the public plaza. This will include bus stops that could accommodate both local and regional bus services. The proposed bridge will also provide significantly improved access to Waterford Bus Station on the South Quays from north of the River</p> <p>10. Consideration was given to the existing local bus service in Waterford, and how this should integrate with the SDZ. This has resulted in the inclusion of a bus set-down area immediately adjacent to the proposed relocated train station, which is located approximately in the middle of the SDZ development. There are no proposals to alter the existing bus station on the South Quays</p>	
26	National Transport Authority	See Section 9	See Section 9	See Section 9
27	Ray McGrath Woodhouse Checkpoint Waterford	<ol style="list-style-type: none"> 1. Supports the overall concept and vision of the proposal. 2. An acknowledgement of the role of the 19th century shipyards should be featured in the overall design 	<p>WCCC welcomes and notes the content of the submission.</p> <ol style="list-style-type: none"> 1. Noted 2. PSA 1 under Section 5.1.1 Architectural Vision outlines a need for a Design 	<p>No amendment recommend.</p> <p>Implications for SEA and AA: No change.</p>

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		<ol style="list-style-type: none"> 3. The residential multi-floor block across from the clock tower and Barronstrand Street, if resulting in a wall-like structure of glass and concrete, would not provide the best visual amenity as viewed from the South Quays 4. Sightlines of the river and south quays especially from the Rockshire road need to be maintained. 5. The residential space of the proposal offers a further opportunity to create a real ‘village’ community within the larger city. 6. The reference to the Lower Bridge i.e. the connector from the University Hospital traffic circle to the Kilkenny shore falls short of any significant consideration as part of a future Traffic Management Plan. The advantage of doing this now rather than at a later stage is clear – it would avoid a piecemeal approach to the issue at a later date. 7. The impact on retail in the city core needs to be further considered and the balance between the retail components of the plan should be balanced against any impact on businesses and south quays and their immediate hinterlands. 8. Flood risks and alleviation. The modelling used to predict flood events downstream of the development should be revisited. The suggestion implicit in the proposal document is that flood events downstream are at best based on a one-in- one-hundred years time frame. In fact the forecast percentage risk of a 	<p>Statement and Visual Impact Assessment. These require supporting material demonstrating regard to the built heritage context, topography and landscape heritage of the site.</p> <ol style="list-style-type: none"> 3. Section 5.1.6 under Architectural Strategy addresses objectives with regard to facade treatment. 4. Section 4.5 of the Draft Planning Scheme deals with existing views. The North Quays design concept endeavours to maintain these views through glimpses between building where possible. It could be argued that the existing views are not significant and that the views created by the development will be in themselves equally if not more significant. The current axial view from the Rockshire Rd will be altered by future development 5. The Draft Planning Scheme aims to provide a rich and diverse mix of uses and the creation of a community will be at the core of the overall success of the North Quays. 6. The “Lower Bridge” is mentioned in the Draft Planning Scheme in so far as it is part of the PLUTS and the wider City Centre Traffic Management Plans. The location of any additional river crossings does not form part of the Draft Planning Scheme; however it will be provided for in any review of the City Plan. 7. An updated Retail Strategy was prepared by John Spain and Associates to inform the 	
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		<p>major flood event in one vulnerable area in one of the flood risk maps is given at 0.05% - a one in two hundred year event.</p> <p>9. Tall Ships- the role of tall ships events and/or other maritime events needs to be further considered and made explicit in the proposal particularly in relation to berthing space between the Rice Bridge and the proposed pedestrian bridge.</p>	<p>Draft Planning Scheme and to determine accurately the quantum of retail required for the City. Given the low levels of comparison shopping in the City at present- the retail review up to 2022 provides for a shopping requirement of between 40-49, 000 square meters for existing population. On that basis the 30,000 square meters being provided for in the Plan is modest and can be argued does not satisfy the full shopping requirement for the City and Regional Capital.</p> <p>8. The hydraulic modelling undertaken simulates the 1 in 100 year fluvial flood event (with an allowance for climate change in accordance with OPW Guidelines) <u>combined</u> with a 200 year tidal event (including an allowance for sea level rise due to climate change in accordance with OPW Guidelines). Therefore, such an event represents a probability well in excess of a 200 year return period.</p> <p>9. It is intended to retain the possibility of berthing medium and small cruise liners on the Frank Cassin Wharf as part of the development of the North Quays as a visitors centre. The possibility of providing other berthing for small craft along the North Quays will be kept open for future consideration. It would be in the context of the usage of the existing moorings on the Southern Quays which are currently under utilised and in the context that</p>	
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			<p>future moorings for small craft on the North Quays could not be allowed to cause any risk to commercial traffic on the river.</p>	
28	Ronald Cox Industrial Heritage Association of Ireland	<p>The IHAI (Industrial Heritage Association of Ireland) notes the proposals for the North Quays. The Association has particular interest in the R&H Hall grain store. The Waterford store is one of the earliest reinforced concrete buildings in Ireland and is recognised by the National Inventory of Architectural Heritage as being of national significance.</p> <p>Although the store is mentioned several times in the Plan, its evaluation by the NIAH has been completely ignored.</p> <p>The IHAI believe that the building can make a positive contribution to the North Quays redevelopment for example a visitor's centre and exhibition space. It would also lend itself to commercial and residential uses as has been demonstrated elsewhere in Ireland and Britain. The IHAI requests that the R & H Hall store's national heritage importance be explicitly recognised in the Plan, that it be highlighted as an integral feature of any redevelopment scheme, and that a detailed study be commissioned to explore reuse options and its integration into any new development.</p>	<p>WCCC welcomes and notes the content of the submission.</p> <p>As stated in section 2.1 of the Draft Planning Scheme, the former industrial building cannot be easily altered or adapted for alternative uses due to the nature of its construction. The plan notes that the structure is on the NIAH (See Section 2.1).The removal of this building is required to facilitate the development of the site and is being dealt with under Part 8 of the Planning and Development Regulations 2000 (as amended), An Industrial Heritage Survey and Structural Engineers report has been prepared for the Part 8 process.</p> <p>Retention of the building at this central location within the SDZ would very seriously compromise the viability of suitable design options for the remaining SDZ lands. The retention of the building would therefore potentially sterilise the central portion of the site and jeopardise the viability of any redevelopment of the SDZ.</p> <p>It is considered that the constraints of the site in terms of narrow width, changing levels, flood risk, access and gradients for transport etc would seriously compromise the setting of the former grain store and negate any perceived</p>	<p>No amendment recommend.</p> <p>Implications for SEA and AA: No change.</p>

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			benefit accrued by retaining the structure on site.	
29	Newgate Properties Ltd. C/O Tom Phillips+ Associates	<p>Whilst welcoming in principle the proposed re-development of greatly underutilised urban lands within Waterford City with undoubted economic and social development potential, we have concerns in relation to one land use aspect of the current proposal.</p> <ol style="list-style-type: none"> 1. Concern relates to the timing of delivery of the proposed quantum of comparison retail floorspace provision identified for the SDZ area (c. 30,000 sq m of net floor area) and the potential impact that this provision may have on the implementation of the above referenced development. Apple Market shopping centre) 2. In conclusion, it is imperative that the SDZ identifies an appropriate strategy for the phasing of the retail development. 3. We would request, therefore, that the SDZ (i) explicitly acknowledges the importance of the traditional core retail area of Waterford and that this remains the primary shopping district of the city (ii) includes appropriate phasing provisions regarding the delivery of new retail floorspace and (iii) includes appropriate policy provisions to ensure that no new retail proposals will be permitted in the SDZ area that could jeopardise the regeneration of the core retail area. 	<p>WCCC welcomes and notes the content of the submission.</p> <ol style="list-style-type: none"> 1. It is envisaged that the development of the Applemarket Shopping Centre shall precede or be contemporaneous to the North Quays development. 2. Under Section 6.1.1 of the Draft Planning Scheme the delivery of retail is detailed in Phase3. 3. The North Quays development, with the delivery of the sustainable transport bridge, will be part of the core city shopping centre and will be complementary to and not in competition with the south side of the River. 	<p>No amendment recommend.</p> <p>Implications for SEA and AA: No change.</p>
30	Anna Juraszek Gracedieu Waterford	Submission focuses on street furniture solutions from a point of view of a product designer.	WCCC welcomes and notes the content of the submission.	<p>No amendments recommended.</p> <p>Implications for SEA and AA: No change.</p>

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31	John Cloono Waterford People Before Profit	<ol style="list-style-type: none"> 1. There is a real need to develop an affordable public housing strategy. The North Quay’s project can facilitate the expansion of the City Centre, whilst also tackling the housing and homelessness crisis, by providing housing that is truly affordable to all at this site. 2. We call for the North Quay’s development to have the housing dimension built with public monies. 3. We also call for the infrastructure and amenities planned there to reflect the need for ordinary citizens not just the wealthy, and to have a vibrant affordable environment in which to live, work and play. 4. People Before Profit Waterford calls for a holistic approach to urban planning, under which development is met with the infrastructure and facilities that future residents and workers on the North Quay’s will need. 5. A fully integrated public transport network would insure that future dockland residents are not socially isolated by lack of infrastructure and services, which are available to others in the city and wider hinterland. 6. The new docklands development must be designed with excellent connectivity for pedestrians throughout the site, residents should not need to own a car and all amenities should be accessible on foot. There should also be dedicated cycling routes between all areas and between the proposed development and the City Centre. 	<p>WCCC welcomes and notes the content of the submission.</p> <ol style="list-style-type: none"> 1. There is nothing in the plan that would prevent or preclude what is sought under this submission. Section 4.3.3 of the draft scheme seeks tenure diversity and social housing provision. The residential element of the North Quays complies with the Waterford City housing strategy, core strategy and promotes socially balanced communities through the implementation of Part V of the Planning and Development Act 2000 (as amended) 1. See above 2. Noted. Objective PSS 15 is to promote the implementation of supporting community, social, economic, cultural health and education facilities in tandem with the completion of new residential development. 3. See above 4. The Draft Planning Scheme proposes a Transport Hub adjacent to and serving the North Quays and wider city /region 5. The North Quays will be car free zone save for the spine road to the north that will be give access to car parks etc. Connectivity and permeability for cyclists and pedestrians are core principal goals of the North Quays. 6. The Hennebique has been assessed in terms of its adaptability and it is currently 	<p>No amendments recommended.</p> <p>Implications for SEA and AA: No change.</p>
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		<p>7. Engaging experienced preservation architects, to ascertain if the Hennebique designed old Hall's Grain Store can be successfully adapted and incorporated into the proposed overall modern development</p> <p>8. Consideration must also be given to affordable work spaces and community venues, for production, exhibition and performance, by creative, artistic cultural workers.</p>	<p>the subject of the Part 8 process under the Planning and Development Regulations 2001 (as amended)</p> <p>7. The land uses within the North Quays allows for cultural activities and exhibition spaces.</p>	
32	Development Applications Unit, Department of Culture, Heritage, and the Gaeltacht	See Section 9	See Section 9	See Section 9
33	Tesco Ireland C/O Simon Bradshaw GVA Planning and Regeneration Limited	<p>1. Acknowledge that the attraction of investment from retailers will be dependent on taking a flexible approach to the needs of operators including scale, layout, servicing, etc.</p> <p>2. Whilst some flexible policies have been provided to date, further flexibility to facilitate retailers' operational requirements could improve the attractiveness of the area for future operators.</p> <p>3. Include the provision of convenience retail units, consistent with a scale that will be ancillary and complimentary to the retail comparison floorspace that is to be provided</p>	<p>WCCC welcomes and notes the content of the submission.</p> <p>1. Noted. The Draft Planning Scheme allows for scope within building blocks to cater for the specific needs of retailers.</p> <p>2. See above</p> <p>3. Section 4.3.7 of the Draft Planning Scheme outlines the role of supporting and complimentary uses in the SDZ. PSS 26 encourages a wide range of uses in tandem with the main land use objectives, this would include convenience shopping.</p>	<p>No amendments recommended.</p> <p>Implications for SEA and AA: No change.</p>
34	Michael Stavola 28 Cathedral Close Cathedral Square	<p>1. Overall thoroughness and attention to detail are superb.</p> <p>2. Green areas will be created to include sufficient space to allow for the festivals on the grounds.</p> <p>3. Suggest making sure the sides of the pedestrian</p>	<p>WCCC welcomes and notes the content of the submission.</p> <p>1. Noted and welcomed.</p> <p>2. High quality amenity and public open</p>	<p>No amendments recommended.</p> <p>Implications for SEA and AA: No change.</p>

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	Waterford	<p>bridge are covered.</p> <ol style="list-style-type: none"> 4. As for the proposed bus transportation, maybe using a maritime themed train similar to the Winterval offering would be a distinct connection to the city's past history. 5. WIT Architectural students compete in a contest to offer their "youthful exuberance" to the design phase. 6. The view across from the North to the South side, naturally the existing parking lots are crucial for the retail and visitors to the city, but perhaps some sort of cover on the Quayside could be erected again with a Green roof containing low or no maintenance plants to shield the cars from view? 	<p>space areas, including active uses will form a strong component of the development-forming up to 20% of the overall development. Within this allocation there would be scope for temporary uses such as events /festivals.</p> <ol style="list-style-type: none"> 3. The sustainable transport bridge will be designed to give relief from inclement weather conditions. 4. Noted. 5. The future design proposals shall be the responsibility of the future applicants and shall be considered at development application stage. 6. This is outside of the remit of the Draft Planning Scheme. 	
35	Kilkenny County Council.	<ol style="list-style-type: none"> 1. Kilkenny County Council welcomes the publication of the Draft Planning Scheme.. <ul style="list-style-type: none"> • <u>Catchment Area</u>: A 60min drive time is identified in the draft scheme. A 60min drive time would have a wider catchment that would also include Carlow Town (as per AA route planner). The SDZ would therefore impact on a greater total population catchment and locations, and the associated total expenditure available. • <u>Retail Needs Assessment</u>: A retail needs assessment is a commitment not only for Waterford City but the wider region. 2. A joint retail strategy for the South East needs to be undertaken Kilkenny County Council is willing to proactively 	<p>WCCC welcomes and notes the content of the submission.</p> <ol style="list-style-type: none"> 1. Noted. WCCC welcomes support and recognition from Kilkenny County Council for the North Quays SDZ. WCCC will welcome meaningful discussion and arrangements for the delivery of infrastructure and planning policies designed to deliver the North Quays planning scheme so as to stimulate economic advancement for the entire Region. Carlow is located in the south east region. There is considerable evidence on the leakage of retail potential from the SE 	<ol style="list-style-type: none"> 1. Insert reference in Section 3b.6.1- Educational Facilities as follows : The Planning Scheme acknowledges the specific objective in the Ferrybank –Belview LAP for the provision of a new secondary school. <p>Implications for SEA and AA: The changes proposed contribute to the provision of sustainable development of the Planning Scheme area. These changes</p>

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		<p>play its role in developing a joint retail strategy for the region.</p> <ol style="list-style-type: none"> 3. Allowance needs to be provided for online retailing. There is no allowance made within the total available expenditure of the estimated proportion that is likely to be made by online retailing. 4. The proposed provision of housing units in the Draft Planning Scheme should have greater regard to the ambition of the draft NPF that targets 50% of new housing to be provided by infill/ brown field sites in Waterford City 5. The final Planning Scheme should identify the essential infrastructure that is to be delivered upfront. 6. The design vision for the podiums should be articulated at this stage given the importance of the views from the South Quays. 7. The extent of the public realm should also be quantified. The map at figure 32 in the Draft Planning Scheme gives no specific information as to what is mandatory and what is not. In this regard, the scheme needs to be more specific to eliminate uncertainty and to ensure the vision is achieved, especially given the fact that once the scheme is approved there can be no third party appeals. 8. While the overall transport vision is good, the Draft Planning Scheme is weak on specifics outside of the transport hub to achieve modal shift. As an example the scheme is still linked to the car-parking standards of the 2013 City Development Plan, which are historical and are more appropriate to a car centric transport 	<p>Region, due to lack of a strong retail destination and therefore it is considered the development of a strong retail presence on the North Quays, as part of the Regional Gateway City, would have a positive impact on Carlow’s development. The importance of the North Quays to the broader region is acknowledged.</p> <ol style="list-style-type: none"> 2. Noted. Waterford Council is committed to engaging in a Joint Retail Strategy with Counties in the South East Region. It is obvious and imperative that Waterford City is enabled and positioned to realise its potential as an economic driver for the Region. A retail offer of scale and substance is required in this regard and the North Quays SDZ is best placed to provide for this offer. The delivery of the North Quays SDZ is fundamental to the growth of the entire region. If the status quo remains the same and Waterford City does not realise its potential as the economic driver for the Region then the entire Region will be negatively impacted upon and the smaller towns will not reach their potential. 3. It considered that online retailing will be addressed through a Joint Retail Strategy for the Region. It is too simplistic to reduce retail floor space on the basis of online retailing trends. It also should be noted that figures in relation to online retailing reflect “trends” in the current market and there is no real indication or confirmation 	<p>would not result in significant environmental effects arising from the planning scheme already determined in the SEA and AA. SEA and AA will be updated at Final Stage to include this provision and assessment.</p>
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		<p>system. In addition, the proposed improvements to the Dock Road and Abbey Road particularly outside the Abbey College should have specific objectives to give priority to cyclists and pedestrians and avoid the use of roundabouts at these locations. The current proposal for road infrastructure appears at variance with objective PSA 8 in relation to a high standard of permeability.</p> <p>9. Furthermore, the Transport Hub should have an ambition to have the Regional buses based here as well as trains and connections with local bus routes. Also, provision of a public bus across the pedestrian bridge is only aspirational in Section 3.</p> <p>10. Figure 22 of the Draft Planning Scheme be amended to include the North Quays in the City core or inner orbital routes as part of the expanded City Centre. The Waterford City Development Plan has a specific objective in Section 6.2.6 as follows: “Investigate the feasibility of provision of an open span bridge facilitating a light public transport system in the vicinity of Reginald’s Tower linking up with future development on the North Quays. The provision of such a looped transport system in the City is desirable.” The longer term ambition should be clear in the planning scheme.</p> <p>11. Reference is made in section 3a.8 to the potential for the provision of a high capacity public transport link along the proposed New Ross to Waterford Greenway. Kilkenny County Council is currently progressing a Part 8 planning consent for this Greenway. However,</p>	<p>that the “trend” will continue into the future. Account also has to be taken of “visitor retail” and “experiential/ destination shopping” in terms of the North Quays which have the potential to offset any reduction in floor space as a result of potential online retailing, even if the trend were to continue.</p> <p>4. The Draft Planning Scheme acknowledges that the provision of residential development on the North Quays is vital to ensure a vibrant community. It is also acknowledged that the City has been underperforming in terms of retail/commercial provision. Given the strategic City Centre location of this site it is considered that a range of complimentary uses is best provided for. Note- the Council, in line with the Departments submission, will allow for up to 20% retail/commercial floor space to be used for residential development depending on market demand.</p> <p>5. A phasing plan for the front loading of infrastructure is provided for in Section 6.1.1 of the draft plan. The sustainable transport bridge shall be constructed in advance or contemporaneous with the commencement of development of the North Quays. This is detailed in Chapter 5 under Objective PS 29</p> <p>6. This is dealt with in the Planning Scheme section 5.1.3 under ‘Podiums’. In essence it is requested that the face of the podiums</p>	
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		<p>there has been no contact as of yet from Waterford City & County Council in relation to the proposal for a public transport link along the Greenway.</p> <p>12. There are no plans to provide for additional schools in the planning scheme. In this regard, Kilkenny County Council asks if the Department of Education & Skills have been consulted and if their views have been reflected in the Draft Planning Scheme?</p> <p>13. There is an opportunity to develop a third level education campus on this strategic site.</p> <p>14. The specific objective in the Ferrybank-Belview LAP for a new secondary school site should be acknowledged in the Draft Planning Scheme.</p> <p>15. The complementary policies and objectives of Kilkenny County Council as outlined in the Ferrybank-Belview Local Area Plan should be referenced in the final Planning Scheme. It is not clear how the proposed scheme will align with the proposed Draft Plan for Ferrybank/Belview particularly in relation to mobility management. A statement acknowledging and seeking to co-operate with Kilkenny County Council in the development of interconnecting infrastructure and services such as transport, etc would be helpful to an overarching approach.</p> <p>16. The scheme does not identify how the desirability of a rich and diverse use of mixes is to be achieved.</p> <p>17. There is little specific detail in the draft scheme that allows members of the public to get a sense of the heights of the proposed buildings.</p>	<p>should conform to an overall aesthetic vision that is outlined in the Design Statement. There could be a number of detailed solutions depending on the particular design approach.</p> <p>7. The planning scheme requires a minimum of 20% public open space including a 10m wide promenade. A designation of a large open space near Rice Bridge is suggested in 4.6.3 of Scheme. In 5.1.3 a possible cantilever extension of 5m is permissible to 10m promenade. PSA 36 under 5.1.2 Public Realm gives objective to develop two principal nodal spaces – one at the bridge landing and one at the coach drop off at eastern end of retail and bridge crossing from the transportation hub. The areas of these hubs are not quantified and difficult to do so since the bridge nodal space could be partly covered by canopy and the eastern one could extend laterally as part of the transition between podium levels. WCCC is satisfied that the extent of public open space indicated in the SDZ Draft Planning Scheme would result in an ample provision of formal public open space on top of which the car-free area provided by the podium proposal will in effect create considerably more informal public open space in the form of large areas of pedestrian only movement.</p> <p>8. It is considered that the Waterford City Development Plan Standard for City Centre location is appropriate for the SDZ. These</p>	
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		<p>While overall heights are given in meters above O.D. this is a technical term that requires fuller explanation</p>	<p>‘City Centre’ parking standards require considerably less parking than suburban areas, which takes into account the higher travel mode share by walking, cycling and public transport. Furthermore, in <i>Section 3a.2 Parking-“the Planning authority will positively consider some relaxation... of the car parking Development Standards ...on the basis of ...Smarter Travel Plans”</i>. The proposed SDZ will provide a permeable layout for pedestrians and cyclists, providing significant benefits for accessibility between the City Centre and the areas north of the River. Appropriate facilities for both pedestrians and cyclists will be incorporated, as part of the design development, into the new and upgraded roads and junctions on Dock Road, Fountain Street and Abbey Road to maximise the accessibility. A scheme has been developed and agreed with the schools in the Abbey Road area to accommodate access for bicycles, pedestrians, cars and buses.</p> <p>9. The Transport Hub will include bus stops that can accommodate both local and regional bus services. The proposed bridge will also provide significant improved access to Waterford Bus Station on the South Quays.</p> <p>10. The provision of a further traffic bridge in the City Centre near Reginalds Tower is identified in the PLUTS strategy and the Draft Planning Scheme has had regard to</p>	
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			<p>ensuring the provision of adequate connection to such a future crossing. The Draft Planning Scheme also provides for road infrastructure capacity in the Abbey Road area such as to accommodate the traffic from such a future river crossing.</p> <p>11. The Draft Planning Scheme acknowledges the development of the old New Ross railway line as a greenway and accommodates the connection of this greenway through the North Quays site to connect to the existing Waterford greenway. The Draft Planning Scheme also recognises that the old New Ross railway corridor has substantial capacity on it to accommodate a potential future public transport corridor alongside the proposed greenway and flags this potential for future consideration. There is no immediate requirement to proceed any further with this idea.</p> <p>12. The Department of Education and Skills was consulted as part of the SDZ process and a late submission was received by WCCC. The provision for schools in the wider Ferrybank area has been considered in the Ferrybank LAP and will also be addressed in the review of the City Development Plan. The SDZ site is not the most suitable location for a secondary school site. The predicted residential population of 600 which translates to approximately 72 Primary places and 51 Post-Primary places or additional 3 primary</p>	
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			<p>and 2 post-primary classrooms. The additional requirements are catered for in existing schools in the Ferrybank area. The Planning Authority supports the Ferrybank LAP schools proposals and consider Ferrybank as the more appropriate location for school development where adequately sized sites are available and where the current and predominant future housing development will be catered for.</p> <p>13. All land uses were considered in the preparation of the Draft Planning Scheme. At present there is no demand for a third level institute at the North Quays. Furthermore such a use would have a considerable land take and therefore would not allow the opportunity for a range of additional uses as specified in the Government Order within the SDZ.</p> <p>14. Noted. Insert reference to secondary school site in Section 3b.6.1 of the Draft Planning Scheme.</p> <p>15. WCCC is very happy to work with Kilkenny County Council in the delivery of any of the policies and objectives of the plan. The plan acknowledges the need for the interconnectedness of transportation and this ties in with both Kilkenny and Waterford Plans and the conclusions of the PLUTS. The detail of this interconnectedness will be developed as part of the further planning processes required in the provision of the infrastructure as identified.</p>	
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			<p>16. The Draft Planning Scheme explicitly states in Section 4.4 the extent of the various uses to be provided for in the SDZ. The provision of maximum and minimum floor areas will ensure that there will be a variety of uses within the scheme. The spatial execution of the land uses is not overly prescriptive as the entire SDZ is suitable for City Centre development. However in Section 4.3.1 it is stated that the area in the vicinity of the sustainable transport bridge is most suited for retail development.</p> <p>17. It is considered that the term Ordnance Datum (OD) is a widely recognised reference. Figures 26-28 illustrate context sections showing the proposed heights in relation to the current north and south quays. Previous building heights for the silos and the grain store building were also given in terms of OD and could be used as a reference point for future development.</p>	
36	Kilkenny and Carlow Education and Training Board	<ol style="list-style-type: none"> 1. There is a need for additional primary school places in the Ferrybank area in respect of both capacity and alternative modes of primary school education provision. 2. Waterford North Quays SDZ Draft Planning Scheme 2017 to make provision for Local Authority Services, which facilitate the operation of a future Community National School in the Ferrybank area, including actions to provide improved Traffic 	<p>WCCC welcomes and notes the content of the submission.</p> <ol style="list-style-type: none"> 1. It is considered that there is sufficient land zoned for educational/community uses for current and future needs in the Ferrybank – Belview LAP 2017 and the Waterford City Development Plan .Waterford City Development Plan 2013 has zoned land adjacent to the Good Counsel and St. Mary’s Schools as Community Facilities for 	<p>No amendments recommended.</p> <p>Implications for SEA and AA: No change.</p>

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		<p>Management as detailed below.</p> <ol style="list-style-type: none"> 3. Waterford North Quays SDZ Draft Planning Scheme 2017 to make provision for Local Authority Services, which facilitate the operation of Abbey Community College, including actions to provide improved Traffic Management as detailed below. 4. Waterford North Quays SDZ Draft Planning Scheme 2017 to make provision for Local Authority Services, which facilitate the operation of FET services in the adjacent Ferrybank area, including actions to provide improved Traffic Management as detailed below. 5. A Smarter Travel Feasibility Study needs to be commissioned and its recommendations should provide the basis for the provision of Transport Infrastructure in the North Quays SDZ. 6. The North Quays SDZ to make provision for improvements to the local walking network ensuring that footpaths and road crossings provide safety for all pedestrians. 7. The North Quays SDZ to highlight the need to enhance pedestrian safety in the area of Ferrybank under the jurisdiction of Waterford County Council. 8. The North Quays SDZ to make provision for segregated and connected cycle lanes to provide a cycle friendly environment in the plan area. 9. The North Quays SDZ to highlight the need to provide segregated and continuous cycling infrastructure in the area of Ferrybank under 	<p>possible school expansion. The Ferrybank-Belview LAP 2017 has made provision for the expansion of St. Mary’s, with the zoning of 0.9 hectares immediately to the east of the existing school for “Community Facilities”.</p> <ol style="list-style-type: none"> 2. See above 3. A Traffic Management Plan has been developed in consultation with the stakeholders for Abbey Road to provide improved access to Abbey Community College and Our Lady of Good Counsel Primary School. 4. A traffic management plan has been developed for the area surrounding the Waterford North Quays SDZ. Consultation has taken place between WCCC and the ETB on the development of traffic management facilities in the Ferrybank area to facilitate the operation of FET services. The Council intend to continue such liaison into the future. 5. The Traffic & Transportation Assessment Report considers all modes of travel and the infrastructure proposals have been developed to ensure a sustainable transportation development. The Council favour the development of a Smarter Travel plan for the schools in the Ferrybank area and have committed to carrying out research and planning work to develop such a scheme which would be implemented in conjunction with the development of the infrastructure in the 	
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		<p>the jurisdiction of Kilkenny County Council.</p> <p>10. The North Quays SDZ to provide for direct access to Abbey Community College.</p> <p>11. The North Quays SDZ should make provision for sporting and leisure facilities to cater for the requirements of large primary and post primary student bodies and the local community.</p>	<p>area.</p> <p>6. Appropriate facilities for both pedestrians and cyclists will be incorporated, as part of the design development, into the new and upgraded roads and junctions on Dock Road, Fountain Street and Abbey Road to maximise the accessibility.</p> <p>7. Refer to the item above.</p> <p>8. In addition to the road and junction upgrades as discussed above the development will include a high quality pedestrian and cycle link between the proposed bridge, the proposed SDZ Plaza and the proposed Waterford – New Ross Greenway.</p> <p>9. Outside the remit of the Draft Planning Scheme.</p> <p>10. As discussed above a Traffic Management Plan has been developed for Abbey Road in consultation with the stakeholders. This includes access with the North Quays SDZ.</p> <p>11. Section 3b.6.4 of the Draft Planning Scheme refers to recreation and play facilities to satisfy the local population It is considered that the specific objectives under this section adequately address the comments in relation to sporting and leisure facilities.</p>	
37	Bishopsgrove Residents Association	<p>1. The residents support the development concept as detailed in the Draft Planning Scheme. The incorporation of the latest and relevant planning conditions is suggested to ensure the maximum benefit from the</p>	<p>WCCC welcomes and notes the content of the submission.</p> <p>1. The requirement for appropriate planning conditions will be assessed at planning</p>	<p>No amendments recommended.</p> <p>Implications for SEA and AA: No change.</p>

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		<p>proposed development.</p> <ol style="list-style-type: none"> 2. Provision of Berthing facilities for Ships 3. Noise & Dust emissions – site clearance/construction 4. Discourse with residents reps at clearance/construction stages 5. Ensure rear facades of proposed buildings be aesthetically pleasing in particular with those facing Bishopsgrove. 	<p>application stage.</p> <ol style="list-style-type: none"> 2. It is intended to retain the possibility of berthing medium and small cruise liners on the Frank Cassin Wharf as part of the development of the North Quays as a visitors centre. The possibility of providing other berthing for small craft along the North Quays will be kept open for future consideration. It would be in the context of the usage of the existing moorings on the Southern Quays which are currently under utilised. Any future moorings for small craft on the North Quays can not be allowed to cause any risk to commercial traffic on the river. 3. It should be noted that the Planning Scheme is a strategic document and that the exact details of noise levels during construction and hours of operation will be assessed and addressed through the planning process. 4. This will be dealt with by appropriate conditions if/where necessary at planning application stage. 5. PSA 26/27 &28 relate to the sensitive treatment of the northern facade of the proposed development facing onto Dock Road and towards Ferrybank. 	
38	Kilkenny Chamber of Commerce	<p>Kilkenny Chamber views the proposed development of the North Quays SDZ as having the potential to be very positive for Waterford City and for the wider SE Region in the context of Waterford being the gateway city for the region going forward.</p> <ol style="list-style-type: none"> 1. Given the large scale of the proposed 	<p>WCCC welcomes the submission from Kilkenny Chamber of Commerce and the recognition that the North Quays SDZ will have a very positive impact for Waterford City and the wider South East region.</p> <ol style="list-style-type: none"> 1. The North Quays forms part of the 	<p>No amendments recommended.</p> <p>Implications for SEA and AA: No change.</p>

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		<p>development it has the potential to have a significant impact on the retail dynamic in other towns within the SE region and careful and in –depth research and analysis needs to be taken to fully understand this element.</p> <ol style="list-style-type: none"> 2. Kilkenny City is an established shopping destination and the proposed North Quays development has the potential to negatively impact this in a very significant way. 3. Retail needs assessment should be carried out by reference to not only Waterford city itself but to the wider region (Kilkenny, Tipperary, Wexford, Carlow). 4. The Planning policy context is not fully identified/covered. Regional Planning Guidelines identify North Quays as strategic but also refers to joint retail strategy for the South East. Ref: PPO 4.12 5. The benchmark of 60 minute drive time used in determining the catchment area needs to be reviewed taking into account the impact of Motorways in the region which has had the effect of bringing places within the region closer together. 6. There is little reference given to the complementary policies and objectives of Kilkenny County Council in its Ferrybank-Belview Local Area Plan. It is not clear how the proposed scheme will tie into the proposed Draft Plan for Ferrybank-Belview. 7. Kilkenny Chamber calls for the establishment of an implementation group to draw up a Joint Retail Strategy for the South East 	<p>Waterford City Gateway and is therefore the primary centre for the South East Region. The South East continues to underperform economically and this trend will continue unless Waterford City can achieve its full potential as a regional economic driver. It is estimated that current rates of retail leakage from the Region is circa €350 million – this is having a detrimental impact on the region as a whole not alone Waterford City. To reverse this trend the City needs to be repositioned in the retail hierarchy of the Region and the State to ensure from a retail perspective that the City can function as a Gateway City. It is considered that the retail provision in the remainder of the South East should be complimentary to Waterford City and not in competition with it. A strong region requires a strong centre and if the City doesn't grow successfully then the smaller settlements within the Region will be negatively impacted on.</p> <ol style="list-style-type: none"> 2. As stated above the only negative impact that Waterford City can have on Kilkenny is if it doesn't fulfil its role as the economic driver for the Region. If Waterford City does not grow to support the region then the smaller settlements, including Kilkenny will be negatively impacted on. Significant retail is required in Waterford City to fulfil its role as the Gateway City – the impact of this will be 	
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			<p>positive for the remainder of the Region. It is recorded that 60% of comparison shopping is leaked from the South East to the larger centres of Dublin and Cork. The strengthening of the Waterford shopping offer will reverse this trend and will have a positive impact on other Towns in the South East Region. All of the counties in the South East Region have supported Waterford as the Regional Capital in the NPF and this will be confirmed in the Regional Spatial and Economic Strategy (RSES). To do otherwise would have a detrimental impact on the City and the other towns in the Region and would by lack of support increase the importance and dominance of Dublin and Cork Cities and hasten the demise of the South East economy.</p> <p>3. The retail assessment carried out for the Draft Planning Scheme is an update of the Waterford City Retail Strategy bearing in mind the context of the City in the overall Region. As stated the Council would welcome a Joint Retail Strategy and is committed to engaging in same with the other Counties in the South East.</p> <p>4. The Southern Assembly concluded that the Draft Planning Scheme is in accordance with the Regional Guidelines Furthermore a Joint Retail Strategy is the responsibility of all Counties within the Region and not solely that of Waterford.</p>	
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			<p>5. The 60 minute drive time takes cognisance of the Motorways.</p> <p>6. It is acknowledged that the Ferrybank-Belview LAP 2017 supports the development of the North Quays. The Council has had regard to the Ferrybank - Belview LAP 2017 in the drafting of the SDZ Draft Planning Scheme. The Council is committed to working with Kilkenny County Council in the provision of infrastructure to serve the North Quays and Ferrybank area. Appendix A addresses the Draft Ferrybank Local Area Plan. WCCC and Kilkenny County Council are engaged in ongoing communication regarding supporting objectives which support the development of the area. At the time of preparing the Draft Planning Scheme the Ferrybank-Belview Local Area Plan (LAP) 2009 was under review</p> <p>7. Noted but outside the remit of the Draft Planning Scheme.</p>	
39	Colm Ryder Chairperson <i>Cyclist.ie</i>	<p>1. The diagrammatic representation of the proposed bridge, where the cycle facility is shown at approximately half the width of the bus in the diagram. This would suggest that a width of less than 1.5m is proposed for the cycle facility, which is nowhere near the minimum recommended standard.</p>	<p>WCCC welcomes and notes the content of the submission.</p> <p>1. As per the illustration on page 38 of the Draft Planning Scheme a shared bus and cycle lane will be provided with a one-way shuttle arrangement for buses controlled by traffic signals either side of the bridge. The remaining width will be reserved for pedestrians. In accordance with the Design Manual for Urban Roads and Streets, traffic speeds will be</p>	<p>No amendments recommended.</p> <p>Implications for SEA and AA: No change.</p>

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			restricted so that it is suitable for shared use and pedestrians and cyclist will be given priority.	
40	Waterford Chamber	<p>Waterford Chamber welcomes the opportunity to make a submission to Waterford City & County Council to offer its support of the North Quays SDZ Draft Planning Scheme 2017. After consultation with the Board of Management and our members, we fully support the proposed development of the North Quays and welcome the changes it will bring, not just to Waterford but the wider South East region.</p> <ul style="list-style-type: none"> • Development of the NQ will elevate Waterford as a true destination to explore the South East and Irelands Ancient East. • NQ's offers the platform for sustainable jobs and providing a real alternative to Dublin. • Will enhance Waterford status nationally and internationally • Development of the NQ can be a key enabler of growth and support Waterford and the South East • Construction of the NQ will create up to 1200 construction jobs. • 800 retail jobs will be created • Office space will prove attractive for FDI and will add upwards of 800 jobs. • At present there is a 60% leakage from the Region because of insufficient offering costing the Region circa €350 million in retail spend. The increase in retail space 	<p>WCCC welcomes and notes the Waterford Chambers submission on the North Quays Draft Planning Scheme and looks forward to continuing to work with the Chamber in the delivery of the Gateway City.</p> <p>It is considered that WCCC has prepared a Planning Scheme that articulates and enlivens the development potential of the lands, looks beyond the boundary of the SDZ and seeks to achieve integration with the wider City area and to significantly contribute to the development and future growth of the wider South East region. As such it is considered that the Draft Planning Scheme represents a comprehensive shared outlook and collaborative blueprint to unlock the economic social and environmental development of the SDZ lands.</p>	<p>No amendments recommended.</p> <p>Implications for SEA and AA: No change.</p>

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		<p>will go a long way towards closing the deficit of what is required to restoring Waterford positioning in the retail hierarchy.</p> <ul style="list-style-type: none"> • NQ has the potential to create 3000 permanent jobs and attract up to 2 million visitors annually. • An additional 1000 visitors supports 14 jobs • Waterford Chamber support the relocation of Plunkett Station • Waterford Chamber speaking collectively for the business community endorses the Plan and offers every support is getting this vital Plan over the line. 		
41	Southern Regional Assembly	See Section 9	See Section 9	See Section 9
42	Brian Cantrell 19 Otteran Place South Parade Waterford	I note that the documents on public display do not refer to an opening span on the proposed pedestrian bridge or the other bridge further down river.	<p>WCCC welcomes and notes the content of the submission.</p> <p>Section3.a.5 of the Draft Planning Scheme states that “The bridge will have an opening centre section equivalent in size to that currently available at Rice Bridge”.</p>	<p>No amendments recommended.</p> <p>Implications for SEA and AA: No change.</p>
43	Catherine O’ Hanlon 19 Otteran Place South Parade Waterford	The proposed bridge and pedestrian bridge across the River Suir has to have open spans	<p>WCCC welcomes and notes the content of the submission.</p> <p>Section3.a.5 of the Draft Planning Scheme states that “The bridge will have an opening centre section equivalent in size to that</p>	<p>No amendments recommended.</p> <p>Implications for SEA and AA: No change.</p>

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			currently available at Rice Bridge”.	
44	South East Region Chambers Co, c/o Kilkenny Chamber of Commerce.	<p>The SE Chambers Co represents the regional views and interests of the following Chambers of Commerce located in the towns and counties of South East of Ireland:</p> <ol style="list-style-type: none"> 1. The SE Chambers Co views the proposed development of the North Quays SDZ as having the potential to be very positive for Waterford City and for the wider SE Region in the context of Waterford being the Regional Capital. 2. The SE Chamber recommends for the establishment of an implementation group to draw up a Joint Retail Strategy for the South East 	<p>WCCC welcomes and notes the content of the submission.</p> <ol style="list-style-type: none"> 1. Noted and the Council welcomes the Chambers support for the Draft Planning Scheme. 2. Noted. This is outside the remit of the Draft Planning Scheme however WCCC is committed to advancing a Joint Retail Strategy in partnership with the other Counties in the South East Region. 	<p>No amendments recommended.</p> <p>Implications for SEA and AA: No change.</p>
45	Ian Lumley An Taisce	<ol style="list-style-type: none"> 1. Important that development is integrated into its landscape setting and that key views across the river from the City Centre are identified and protected. 2. Key views of the landmark spire of Ferrybank Church should be identified 3. The vista from Barronstrand Street across to Sion Hill House should be maintained. 4. The re use of the Hennebique should be incorporated as a specific provision of the Master Plan. 	<p>WCCC welcomes the submission on the North Quays Draft Planning Scheme.</p> <ol style="list-style-type: none"> 1. Section 4.5 of the Draft Planning Scheme deals with existing views most of which will remain unaltered. The current axial view for the Rockshire Rd and from Barronstrand Street will be altered by future development. Future views will be addressed in Design statements to be submitted as part of planning applications. 2. There is no significance attached to the view of the spire of the Ferrybank Church and is therefore not maintained in the Draft Planning Scheme. 3. Demolition of the Hennebique is being dealt with under Part 8 of the Planning and Development Regulation 2001 (as amended) 	<p>No amendments recommended.</p> <p>Implications for SEA and AA: No change.</p>
46	Anthony O’Shea	The Plan looks good and nice on paper but for	WCCC welcomes and notes the content of the	No amendments recommended.

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SUBMISSIONS 2017

	3 Dromore Court Powerscourt Lawns Dunmore Rd Waterford	<p>it to work it would need a second (six lane) bridge.</p> <ol style="list-style-type: none"> 1. Six Lane Bridge from Tower Hotel to North Quays 2. East City By Pass would be a disaster to Maypark Lane & Ardkeen Area – it should cross at Waterford Island (two Spans) turn east along the estuary to the back of the River Cottages, straight then to the Airport. 	<p>submission.</p> <ol style="list-style-type: none"> 1. Not under the remit of the Draft Planning Scheme. 2. As above but will be dealt with at the review stage of the City Development Plan. 	<p>Implications for SEA and AA: No change.</p>
47	George Kavanagh Sion Hill House	<ol style="list-style-type: none"> 1. To retain the views from Broad Street across to Sion Hill House. 	<p>WCCC welcomes and notes the content of the submission.</p> <p>Section 4.5 of the Draft Planning Scheme deals with existing views. The current axial view for the Rockshire Rd and from Barronstrand Street will be altered by future development however the opportunities for new views arise from the proposed development.</p>	<p>No amendments recommended.</p> <p>Implications for SEA and AA: No change.</p>