



**To: Cathaoirleach and Each Member of Kilkenny County Council**

**Re: Ferrybank Belview Draft Local Area Plan  
Planning and Development Acts 2000 – 2017, Planning and  
Development Regulations 2001 – 2017**

**Date: 12<sup>th</sup> September, 2017**

A chara,

In accordance with Section 20 (3)(c) of the Planning and Development Act 2000 as amended, I attach, for your consideration, my report on the submissions received to the Draft Local Area Plan (2017) for Ferrybank Belview.

I recommend that the material alterations outlined in this report are accepted by the Council and that the alterations are now screened to determine if an Strategic Environmental Assessment or Appropriate Assessment or both are required of any of the material alterations and what period is necessary for the carrying out of any SEA or AA, in accordance with the requirements of the Planning and Development Acts 2000 to 2017.

Is mise le meas,

Colette Byrne  
Chief Executive



# Chief Executive's Report

Submissions to Draft Ferrybank-Belview Local Area Plan 2017



September 2017

**Chief Executive's Report Ferrybank-Belview Draft Local Area Plan**



**Kilkenny County Council**

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## 1. Introduction

This report forms part of the statutory procedure for the making of a Local Area Plan (LAP). It addresses the submissions received during the 8 week public consultation period, from the 9<sup>th</sup> June to the 4<sup>th</sup> August 2017, in relation to the Draft LAP.

The purpose of the report is to:

- (a) report on the written submissions/observations received in relation to the Draft LAP during the public consultation period.
- (b) set out the Chief Executive's response to the issues raised in the submissions/observations and;
- (a) make recommendations to the Elected Members on the issues arising from the consultation process.

This report is being furnished to the Elected Members of Kilkenny County Council in accordance with Section 20(3)(c) of the Planning and Development Act 2000, as amended, for their consideration.

### 1.1 Details of Public Display

The documents put on public display for the Draft Local Area Plan were:

- Public Notice
- Draft Local Area Plan
- Appropriate Assessment Screening report
- Strategic Environmental Assessment

The documents were placed on the Consult.kilkenny.ie consultation website and on the Council's own website. Hard copies of the documents were on public display in the following locations:

- Planning Office, Kilkenny County Council, County Hall, John Street, Kilkenny
- Ferrybank Area Office
- Ferrybank Library
- Planning Department, Waterford City and County Council, Menapia Building, The Mall

Submissions could be made from the 9<sup>th</sup> June to the 4<sup>th</sup> August 2017 by:

- Email to [ourplan@kilkennycoco.ie](mailto:ourplan@kilkennycoco.ie)
- Online at [consult.kilkenny.ie](http://consult.kilkenny.ie)
- Written submissions to Director of Services, Planning, Kilkenny County Council, County Hall, John Street, Kilkenny.

## 2. Submissions Received

In total, 41 submissions were received to the Draft Local Area Plan, as set out below<sup>1</sup>.

Ref.	Name
S1	Dept. Housing Planning and Local Govt
S2	Dept. of Culture, Heritage and the Gaeltacht
S3	Southern Regional Assembly
D1	Health and Safety Authority
D2	John Dunphy, Combined Residents Association
D3	Transport Infrastructure Ireland
D4	Port of Waterford Company c/o SLR Consulting
D5	Grace Kavanagh
D6	Fiona Kavanagh
D7	IDA, C/o Sinead Whyte, Arup
D8	Amber Oil, c/o Simon Clear
D9	Maxine McDaid
D10	Paddy O'Brien c/o P Thomson
D11	Derek Walsh c/o P Thomson
D12	Meadowcourt Homes c/o P Thomson
D13	John Breen and family and Eileen Breen c/o P Thomson
D14	William Neville and Sons c/o P Thomson
D15	Kevin Delaney
D16	Suir Shipping c/o SLR Consulting
D17	Waterford City and County Council
D18	SE Port Services, c/o Simon Clear
D19	Irish Water
D20	Kilkenny and Carlow Education and Training Board
D21	Seamus Roche
D22	Waterford Golf Club c/o Jim O'Mahony
D23	Donal Fitzpatrick
D24	Dermot Lyons c/o FHP
D25	Deerland c/o Peter Thomson
D26	Seamus Walsh c/o FHP
D27	Michael Doyle c/o FHP
D28	National Transport Authority
D29	John Hayes, Ferrybank Community Development Residents Group
D30	Catherine Warren on behalf of 32 Aylesbury Residents
D31	Cllr. Fidelis Doherty
D32	Donal Fitzpatrick
D33	John O'Halloran (see D32)
D34	May Haberlin See (D32)
D35	Phil and Vera Meyler
D36	Anita and Marvin Slifirczyk
D37	Paul Roche and Maire Roche
D38	Robert and Maggie Dwyer

<sup>1</sup> The full text of the submissions received are available to view at the following link: <https://consult.kilkenny.ie/en/node/1849/submissions>

### 3. Summary of Issues Raised, Chief Executive's Response and Recommendations

#### 3.1 Submissions from Government Departments

Name	Summary
S1 Department of Housing, Planning, Community and Local Government	<ol style="list-style-type: none"> <li>1. Department considers the draft provides a strategic framework for proper planning and sustainable development.</li> <li>2. Department noted 31 Ha for new residential to be developed in sequential and phased manner as well as extensive zoning of "strategic reserve"</li> <li>3. Agrees with assessment that revitalising the centre of Ferrybank and connecting to Waterford City are main issues.</li> <li>4. Commends the strategic context in which the plan is set and the collaborative nature of discussions between Kilkenny and Waterford.</li> <li>5. Objectives in the written statement should be highlighted</li> <li>6. Welcomes SEA but reminds that Planning Authority should be satisfied that, after consultation with NPWS and OPW, draft plan complies with all Directive requirements.</li> <li>7. Planning Authority should ensure that draft plan had regard to all relevant International, national guidelines and circulars.</li> </ol>
<b>Response</b> Comments of the Department welcomed and noted.	
<b>Recommendation:</b> Objectives in the final written statement will be highlighted.	

Name	Summary
S2 Department of Culture, Heritage and the Gaeltacht	<ol style="list-style-type: none"> <li>1. Department has been unable to find reference to planning or pre planning consultations with the Development Applications Unit, and recommends routing consultations through the DAU.</li> <li>2. Draft states River Barrow/Nore SAC is in the Plan. AA screening states the River Barrow/Nore SAC is outside the Plan area. This needs clarification.</li> <li>3. Walking and cycling along rivers can adversely impact on waterways. LAP objectives WCW 4, 12 and 14 conflict with Heritage objective 7C, which includes enhancing river corridors as habitat networks. Walking and cycling routes need ecological assessment and should not target sensitive ecological sites or parts thereof.</li> <li>4. The proposed new marina, and any proposals at Grannyferry wetlands needs to be consistent with nature conservation objectives and legal compliance requirements.</li> <li>5. The following issues in the AA screening need attention: <ul style="list-style-type: none"> <li>• 2009 LAP was subjected to AA and it is not clear why the draft has not</li> <li>• Table 2.4 does not include walking and cycling routes, new bridge across the river or the new Marina</li> <li>• Cumulative Impacts with Waterford need to be considered</li> <li>• LAP has not been assessed in combination with the Waterford New Ross Greenway</li> </ul> </li> </ol>



	<ul style="list-style-type: none"> <li>• Bridge across Suir may require AA for 4 stated reasons</li> </ul> <p>6. The following issues in the SEA need attention:</p> <ul style="list-style-type: none"> <li>• Planning Policy Objective should be amended to include protected species</li> <li>• Some sub- objectives under 8A needs to be re-assessed or explained</li> <li>• Objective 8C needs to be reassessed</li> <li>• Source referenced under Table 8.1 needs amending</li> <li>• LA should include planning permissions it grants as a source to assist in determining the loss of habitats and species</li> </ul>
<p><b>Response</b></p> <p>1. A meeting was held with the Local Wildlife Conservation Ranger as part of the consultation process, back in 2014. The new process for consultation with the Department has been noted, and will be followed in the future.</p> <p>2. The River Barrow SAC is located proximate to, but not within the LAP boundary. The AA screening contains the accurate and up to date boundary line and associated European Sites. The LAP will be updated to correct this discrepancy.</p> <p>3. Any proposed walking and cycling route will be subject to a project level Appropriate Assessment to ensure no impact on protected ecological sites. The County Development Plan provides the overarching framework for the ecological assessment of all projects, and includes a provision for ecological consideration for the placement and design of these projects (CDP, Chapter 8, p.102). A development management standard to this effect will also be included in the LAP as follows: <i>Ensure that an ecological assessment is carried out for any proposed development likely to have a significant impact on rare and threatened species including those species protected by law and their habitats. Ensure appropriate avoidance and mitigation measures are incorporated into development proposals as part of any ecological impact assessment.</i></p> <p>Lighting has potential to adversely affect ecological processes, this will be taken into account through the ecological assessment of the project on foot of the policies and objectives within the CDP. A development management standard will be included to cover this as follows: <i>"All lighting within the Plan area will be directional lighting designed specifically in relation to biodiversity"</i>.</p> <p>4. The Plan does not propose a new marina, but references the recommendations of the PLUTS (and the Urban Design Framework Plan for the North Quays) concerning the development of a new marina and waterfront to the north of the River Suir, within Waterford City and County Council's administrative area.</p> <p>Any proposals at Grannyferry wetlands would be subject to a project level Appropriate Assessment will be consistent with nature conservation objectives and legal compliance requirements.</p> <p>5. The AA has been amended to incorporate these issues. An additional Development management standard is proposed on foot of this, in relation to requiring a Construction Environment Management Plan in advance of the construction of transportation infrastructure, including bridges and cycleways. This DM standard should be inserted in Chapter 10 as 10DMC To require Construction Environment Management Plans in advance of the construction of transportation infrastructure, including bridges and cycleways, to incorporate relevant and reliable mitigation measures which have been integrated into the Development Plans and any lower tier Environmental Impact Assessment Report or Appropriate Assessment.</p> <p>6. SEA –</p> <ul style="list-style-type: none"> <li>• PPO will be amended to include protected species.</li> <li>• Sub-objectives under 8A will be re-assessed.</li> <li>• Objective 8C will be reassessed</li> </ul>	

- Source referenced under Table 8.1 will be amended
- The data sources as outlined in Table 8.1 are considered sufficient.

**Recommendation:**

1. No change recommended.
2. Amend LAP to reflect that River Barrow SAC is located adjacent to, but not within, the LAP boundary.
3. Include development management standards to cover lighting and ecological assessments as outlined above.
4. No change recommended.
5. Revise the AA to take account of the issues raised under Point 5 above. Include new development management standards to cover transportation infrastructure, as outlined above.
6. Amend SEA in line with above.

**3.2 Submission from the Southern Regional Assembly**

Name	Summary
<p><b>S3 Southern Regional Assembly</b></p>	<ol style="list-style-type: none"> <li>1. The Regional Assembly considers that the South East Regional Planning Guidelines (SERPG) set the context for the draft LAP for Ferrybank Belview.</li> <li>2. Six key strategic issues relating to the area covered by the plan are highlighted:                             <ol style="list-style-type: none"> <li>a. <b>The Role of the Ferrybank Belview LAP in the growth of the Waterford Gateway in support of the SERPG population targets:</b> The draft LAP has incorporated the SERPG/County Development Plan population targets into the Core strategy. When taken together the principles outlined in the Development strategy, the Core Strategy provision for dwelling unit numbers and proposed land use zoning is reasonable and would be consistent, as far as is practicable, with the SERPG.</li> <li>b. <b>Integration of Plan with Waterford City centre and North Quays</b> The draft plan objectives 1D and other supporting statements would be consistent, as far as is practicable, with SERP strategic Goal B2 "to support the development and growth of the Gateway" and the statement on urban Regeneration at Section 4.2 – Regional Gateway.</li> <li>c. <b>Development of the Port of Waterford at Belview as a working port and as a strategic industrial development site.</b> The draft plan overarching statement and Objectives 5A to 5H would be consistent, as far as is practicable, with the SERPG.</li> <li>d. <b>Development of sustainable travel options including public transport and policies to support and facilitate improved access to the city centre, North Quays and wider urban area by walking, cycling and public transport.</b> The policies and objectives outlined in the draft plan would assist in the realisation of several SERPG objectives relating to transportation and Smarter Travel and would be consistent, as far as is practicable, with the SERPG.</li> <li>e. <b>Development of a joint retail strategy to cover the Waterford City Area</b></li> </ol> </li> </ol>

	<p>The regional assembly notes that there is no joint retail strategy in place on foot of the requirements for such strategy in both the SERPG and the Retail Planning guidelines. Objective 4B however aims to engage with other relevant Local Authorities within the region to prepare a strategy for the greater Waterford Area. The Regional Assembly encourages the early implementation of Objective 4B.</p> <p>f. Protection of the River Suir as designated European Site and sustainable development of the river and the associated network of green spaces/green infrastructure in the area for recreational and amenity purposes.</p> <p>Section 7.2 and 7.3 describes the unique environmental character and value of the natural heritage of the plan area and the potential of the green infrastructure network. The draft also provides policies to support and encourage recreation and tourism opportunities presented by the extensive shoreline, to create new walkways and develop the abandoned railway line between Waterford and New Ross for cycling and walking.</p> <p>3. SEA was carried out. A Strategic Flood Risk Assessment (SFRA) was done and informed the zoning. No development objectives are predicted to have a significant adverse effect. Some objectives will have an uncertain impact. Mitigation is however proposed in chapter 7 to lessen the possible impact.</p> <p>4. The Regional Authority notes that the need for a full Appropriate Assessment was screened out.</p> <p>5. The Regional Authority welcomes the draft plan and considers that it has successfully identified and addressed key strategic issues in the context of the location of Belview and Ferrybank within the Waterford City Gateway and the draft would be consistent, as far as is practicable, with the SERPGs.</p>
<p><b>Response:</b> Support for Draft LAP acknowledged.</p>	
<p><b>Recommendation:</b> No change.</p>	

### 3.3 Other submissions

Ref	Name	Summary
D1	Health and Safety Authority	<ol style="list-style-type: none"> <li>References to Seveso Directive in relation to major accident hazard sites need to be updated.</li> <li>It is noted that the 700m consultation distance for Transtock was included.</li> <li>Policy on the siting of new major hazard establishments should be included.</li> </ol>
<p><b>Response:</b></p> <ol style="list-style-type: none"> <li>References will be updated (see also D29).</li> <li>Noted.</li> <li>Objective 9E includes the control of the siting of major accident hazard sites, which covers the siting of new establishments.</li> </ol>		

**Recommendation:**  
Amend Section 9.6 Control of Major Accident Hazards in relation to reference to Seveso Directive III.

Ref	Name	Summary
D2	Combined Residents Association c/o John Dunphy	<ol style="list-style-type: none"> <li>1. Explain the rationale around removing the policy regarding the relocation of the meat processing factories from Christendom, as this policy should be retained.</li> <li>2. Correct the reference to the flowers sculpture on the roundabout, flowers are at the District Centre roundabout, not the Belmont Road roundabout.</li> <li>3. Retain the objective from the current Plan to create a riverside amenity from Christendom to Belview.</li> <li>4. Include a policy for the provision of a halting site in South Kilkenny to address the issue of illegal parking.</li> </ol>

**Response:**

1. The development strategy for the Christendom area is set out in Section 4.1.1. As the meat processing industries continue to operate in this area, and as it is not earmarked for significant residential development in this Plan, the policy of their relocation is considered premature at this point in time.
2. This reference in Section 3.3.3 Signage will be amended.
3. This objective is retained, see Section 8.4 Recreation Objectives WCW4 and WCW11.
4. The provision of traveller accommodation will be dealt with in accordance with the Council's Traveller Accommodation Plan, see Section 6.4.2.

**Recommendation:**

The reference in Section 3.3.3 will be corrected.

Ref	Name	Summary
D3	Transport Infrastructure Ireland	<ol style="list-style-type: none"> <li>1. TII highlights the special requirements of the tolling scheme (Waterford bypass) which may have repercussions on any strategic road proposals (objective 1E). The new proposed river crossing will be assessed in that context.</li> <li>2. Restrictions on retailing within Business, Industry and Technology park zoning acknowledged and that care in development management is required to ensure role of the N24 is protected.</li> <li>3. (a) TII welcomes inclusion of Section 5.2.2 in connection with the N29. TII will continue to encourage alternatives to direct access to the N29 where speed limit greater than 60km/h applies. (b) In relation to Objective 5D TII advises that in transitional speed zones limited direct access maybe provided for. Subject to road safety audit.</li> <li>4. Measures should be included for smarter workforce travel planning and area travel planning and management to promote sustainable travel patterns.</li> </ol>

**Response:**

1. Noted. As proposals for additional bridge crossings come forward TII will be consulted.
2. Development proposals within the Grannagh zoning with access to the N24 would be referred to the TII for comment as part of the assessment of any application.
3. (a) & (b) Noted.

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4. Section 10.4 & 10.5 details the issues around active travel and workforce travel plans with complementary transport and development management objectives in section 10.8 and 10.9 respectively.
<b>Recommendation:</b>
No change recommended.

Ref	Name	Summary
D4	Port of Waterford c/o SLR Consulting	<p>1. Port of Waterford Company (POWC) concerned at proposal for speed limit reduction under 5D and 5E. The revised speed limit at 5D will not facilitate development due to lack of available sites at this location.</p> <p>2. POWC concerned at likely timeframe for delivery of roundabout at 5D and that these restrictions are excessive.</p> <p>3. POWC seeking speed limit to start at the location of the proposed roundabout.</p> <p>4. POWC acknowledges the importance of features identified in Fig 7.2 of draft plan and that the rationale for protection be set out more clearly. A site of passive open space at the location of objective 5D is queried as to how it could be developed with appropriate mitigation.</p> <p>5. The POWC is actively considering options for future expansion of operational port, and conducting a series of technical studies. The POWC requests that the draft plan is supportive of the Port's requirements for future expansion.</p>

**Response:**

1. Introduction of 60kph as outlined in LAP was approved by TII and adopted by the Council earlier this year. The Council cannot alter speed limits without approval from TII.
2. It is an objective to construct a roundabout within the lifetime of the plan which is considered reasonable.
3. Same as 1.
4. Area identified in 2009 Plan by field survey undertaken by Openfield consultants. In the context of lands west and north of this site coming forward for development, a proposal for access within the POS zoning could be considered. The POS zoning will be amended to include essential infrastructure.
5. The LAP seeks the "sustainable development" of Belview port. The plan "seeks to promote the expansion of port activities and the further development of the Belview industrial area." The entire plan is a statement of Council policy (p4 of plan)

<b>Recommendation:</b>
Change POS zoning to include essential infrastructure in Uses Open for Consideration.

Ref	Name	Summary
D5	Grace Kavanagh	<p>This submission outlines concerns about the development of the Gorteens area</p> <ol style="list-style-type: none"> <li>1. Road infrastructure inadequate- no bus route to factories.</li> <li>2. Wildlife will be disturbed – deer, buzzards, foxes, rabbits and hare etc.</li> <li>3. There will be impacts on the countryside amenity in terms of</li> </ol>

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		noise, light, smell, pollution 4. Construction traffic will cause noise and stress
<b>Response:</b>		
<p>1. The capacity of the road network in the area will be assessed as part of any planning application. The Plan also includes measures to support Smarter Travel. Traffic from industrial developments is directed away from local county roads to the N29 and port roads.</p> <p>2. In accordance with Objective 1B, all development proposals will be subject to a project level Appropriate Assessment in order to avoid adverse impacts on protected habitats and species. In addition there are development management standards 7DMA +7DMB which seek to protect existing trees woodlands hedgerows which are of amenity or biodiversity value.</p> <p>3. Measures are included in the LAP to ensure that impacts on residential amenity will be mitigated. A new objective will be included reserving a woodland planting buffer of 15-20 metres along all new industrial site boundaries in the Belview area.</p> <p>4. An additional Development Management Standard will be included to require that all significant industrial developments in the Belview area must submit a Construction Management Plan prior to commencement of development.</p>		
<b>Recommendation:</b>		
<p>Amend Development Management Standard 5DM3 (chapter 5) to require a woodland planting buffer of 15-20 metres along all new industrial site boundaries in the Belview area. Advance Planting upon rezoning would be beneficial to ensure some plant maturation prior to construction.</p> <p>Include an additional Development Management Standard in Chapter 5, Belview, to require that all significant industrial developments in the Belview area must submit a Construction Management Plan prior to commencement of development. (see D6)</p>		

Ref	Name	Summary
D6	Fiona Kavanagh	<p>Concerns about development of Gorteens (Ballyvalla and Gyles Quay)</p> <ol style="list-style-type: none"> <li>1. Road infrastructure</li> <li>2. Nature and wildlife interruption</li> <li>3. Country living gone forever</li> <li>4. Extra noise, lights, smell, pollution from new factories (Glanbia and WWTP)</li> <li>5. Extra Traffic – makes going for a walk less inviting</li> <li>6. Construction traffic, large vehicles on narrow roads meeting tractors, bin lorries and local traffic.</li> </ol>
<b>Response</b>		
<p>1. The capacity of the road network in the area will be assessed as part of any planning application. The Plan also includes measures to support Smarter Travel. Traffic from industrial developments is directed away from local county roads to the N29 and port roads.</p> <p>2. In accordance with Objective 1B, all development proposals will be subject to a project level Appropriate Assessment in order to avoid adverse impacts on protected habitats and species.</p> <p>3 &amp; 4. Measures are included in the LAP to ensure that impacts on residential amenity will be mitigated. A new objective will be included reserving a woodland planting buffer of 15-20 metres along all new industrial site boundaries in the Belview area. (see also D5)</p> <p>5. Traffic, see Point 1.</p> <p>6. An additional Development Management Standard will be included to require that all significant industrial developments in the Belview area must submit a Construction Management Plan prior to commencement of development. (see also D5)</p>		

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**Recommendation:**  
 Amend Development Management Standard SDM3 (Chapter 5) to require a woodland planting buffer of 15-20 metres along all new industrial site boundaries in the Belview area. Advance Planting upon rezoning would be beneficial to ensure some plant maturation prior to construction. Include an additional Development Management Standard in Chapter 5, Belview, to require that all significant industrial developments in the Belview area must submit a Construction Management Plan prior to commencement of development.

Ref	Name	Summary
D7	IDA c/o ARUP	Relates to lands at Belview. The IDA welcomes rezoning of 27 Ha from Zone AG (Agriculture) to Zone ITP (Industrial and Technology Park) and indicates such change in zoning is consistent with enhancing the future development of Belview Port as part of the Gateway, supports the Environmental Protection Objectives and is consistent with the development currently in place in the IDA Business and technology Park.
<p><b>Response</b>                  Support for change in zoning noted.</p>		
<p><b>Recommendation:</b>                  No change recommended.</p>		

Ref	Name	Summary
D8	Amber Oil	<p>Relates to lands in the former quarry site, subject of planning permission P10/363. This submission seeks a change in zoning from Water Compatible Development (WCD) to Port Facilities and Industry (PFI) as</p> <ul style="list-style-type: none"> <li>• This will contribute to the County Plan's aim of developing Belview Port to enhance the critical mass of Waterford as a Gateway.</li> <li>• Heritage designations should be allocated a lesser role in influencing land use, and the port objective should take priority,</li> <li>• Only a small area of the site is subject to heritage designations</li> <li>• The objective of WCD is to allow for recreation, tourism, passive open space and biodiversity conservation. The permitted land use, i.e. a tank farm, is not allowed for as permitted in principle or open for consideration within this zone.</li> </ul>
<p><b>Response:</b>                  Information on flood risk has improved since the publication of the 2009 LAP, as amended. The Water Compatible Development zone was devised to account for the issue of flood risk, and reflects the occurrence of Flood Zone A in the Plan area. This change in zoning, from Port Facilities and Industry, to WCD however, does not change the existing permission of 10/363, which doesn't expire until February 2018.</p>		
<p><b>Recommendation:</b> No change recommended.</p>		

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Ref	Name	Summary
D9	Maxine McDaid	<p>Concerns about the rezoning of 27 Ha at Gyles Quay from Agriculture to Industrial Technology Park as:</p> <ul style="list-style-type: none"> <li>• Technology Park will be elevated and will overlook her home and its curtilage. The house and the technology park will only be separated by a laneway.</li> <li>• Concerns that Glanbia will set a precedent as to scale. New development will accordingly be imposing.</li> <li>• Concerned about traffic, noise, light, pollution and odours and may destroy the integrity of the area for humans and wildlife.</li> <li>• Concerned that in future more land to the rear may be zoned and she will end up living in an industrial park.</li> <li>• If zoned, the Planning Authority should take concerns of residents on board when deciding the size, type and industry to go in and establish proper buffer zones (retain one field between houses and development as a buffer)</li> </ul>

**Response:**

Measures are included in the LAP to ensure that impacts on residential amenity will be mitigated. A new objective will be included reserving a woodland planting buffer of 15-20 metres along all new industrial site boundaries in the Belview area (see also D5, D6).

In relation to scale, the LAP will include a Development Management Standard to ameliorate the impact of developments on existing residential areas.

In accordance with Objective 1B, all development proposals will be subject to a project level Appropriate Assessment in order to avoid adverse impacts on protected habitats and species.

An additional Development Management Standard will be included to require that all significant industrial developments in the Belview area must submit a Construction Management Plan prior to commencement of development.(see also D5, D6).

**Recommendation:**

Amend Development Management Standard SDM3 (Chapter 5) to require a woodland planting buffer of 15-20 metres along all new industrial site boundaries in the Belview area. In all cases the Council encourages advance planting which it considers would be beneficial to ensure some plant maturation prior to construction.

Amend Development Management Standards SDM3 in Ch. 5 Belview Industrial Area, to require that

- all significant industrial developments in the Belview area must submit a Construction Management Plan prior to commencement of development.
- In cases where structures are to be constructed proximate to existing residential structures, the potential for these structures to impose on the neighbouring residential amenity by virtue of their heights and bulk should be appropriately mitigated in the assessment of all planning applications.

Ref	Name	Summary
D10	Paddy O'Brien c/o Peter Thomson	<p>Relates to 3 protected cottages at Milepost</p> <ol style="list-style-type: none"> <li>1. Cottages to the front have been kept in the Milepost infill zone but the land to the rear (zoned passive open space) has been slightly reduced and kept outside the zone.</li> <li>2. The walking and cycling objectives WCW9 do not extend to the</li> </ol>



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		<p>east of the lands zoned passive open space.</p> <ol style="list-style-type: none"> <li>3. Proposes to remove garage/store at western end of cottages to improve access to rear. Improved access will allow for off street parking.</li> <li>4. Client seeks to build one house for family member to the rear of the cottages and to allow for improved amenities to the rear of the cottages. Requests that 0.25Ha of passive open space be designated "milepost infill zone"</li> </ol>
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**Response**

1-4. In recognition of the fact that Milepost is considered an infill zone and that there are three existing cottages fronting the lands it is considered reasonable to extend the Milepost boundary to include the Passive Open Space. Considering the housing potential of the existing cottages and the potential of the Passive Open Space to enhance residential amenity it is considered appropriate to allow one additional house within the POS zone subject to any such proposal incorporating proposals to bring the existing cottages (protected structures) into residential use as part of any planning application.

**Recommendation:**

In the interest of planning gain associated with the derelict cottages, it is recommended that the "Passive Open Space" land be included in the Milepost Infill zone and that an objective be included in the Zoning Objectives for the Milepost Infill Zone to provide for limited, well located additional residential development on 0.25Ha within the current Passive Open Space zoning, where such development will accord with the proper planning and sustainable development of the area and include for the restoration and bringing back into residential use of the protected cottages.

Ref	Name	Summary
D11	Derek Walsh c/o Peter Thomson	Submission relates to site at Rathview park, Rathculliheen and supports Objective WCW4a which states that "Any dwelling at this location must not utilise more than half the site area (total site area is 0.32 hectares) and must create a publicly accessible viewing point as shown on Figure 2.4, Development Objectives, within the remaining residentially zoned land, with a maximum of one house provided for".

**Response**

Support for the zoning and objective is noted.

**Recommendation:**

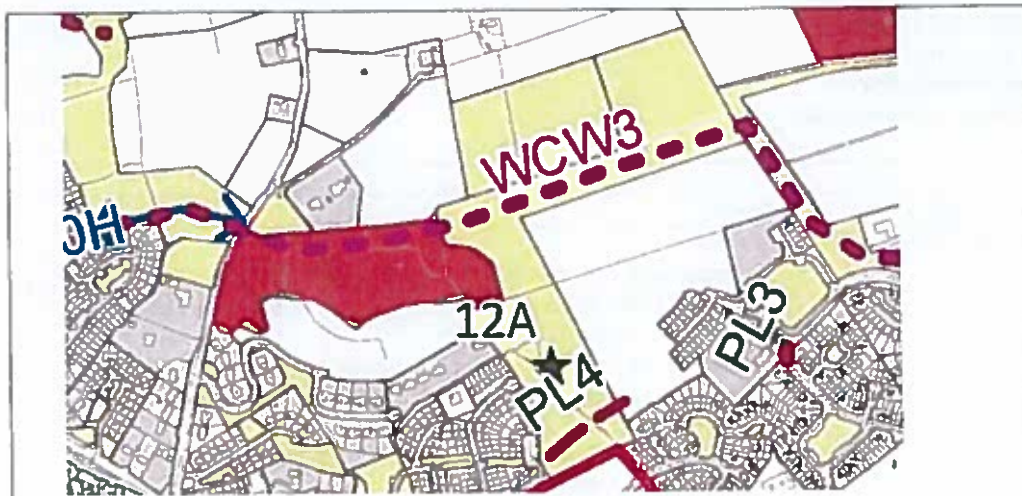
No change recommended.

Ref	Name	Summary
D12	Meadowcourt Homes c/o Peter Thomson	<p>Submission relates to a one hectare site at Ballyrobin, Rockshire Road, currently zoned "low- medium density residential"</p> <ol style="list-style-type: none"> <li>1. Requests that zoning be changed from R3 Residential to R2 Low density residential to reflect the density already permitted under 15/225 and proposed on the balance.</li> <li>2. That objective PL1, to connect the Passive Open Space to The Beeches, be amended, to connect instead to the existing entrance and access to the north of The Beeches. Associated with this, it is requested that the location of the access be zoned for Strategic Reserve (currently zoned as Agriculture). This link could then link through to the</li> </ol>

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		Blackthorn Hills and Hollybrook estates.
<p><b>Response:</b></p> <p>1. Permission already exists for 5 residential sites. The objective does not affect the permission granted. It is only in the case of a redesign that this objective would have affect.</p> <p>2. As set out in Section 8.1.1.3 Short Links, Objective PL1 was intended to connect from the Passive Open space zoned to the west through to the Rockshire Road, see below. The provision of this open space (and connection) is a long term objective, and as long as the objective is achieved, the exact nature of the access to the Rockshire Road can be determined as the adjacent land is developed.</p>		
<p><b>Recommendation:</b></p> <p>No change recommended.</p>		

Ref	Name	Summary
D13	John and Eileen Breen c/o Peter Thomson	<p>Submission relates to Mountain View, Rockshire Road and:</p> <ol style="list-style-type: none"> <li>1. Objects to proposed walking/cycling route (WCW3) going through their land because of concerns regarding property rights, devaluing, loss of privacy and security.</li> <li>2. As the objective is long term, it is requested that either the route not be mapped and left in as a text objective only, or if mapped, to map an alternative route through Arbourmount, which is a housing estate yet to be completed.</li> <li>3. The establishment of a walking/cycle route as currently proposed will require many trees to be felled and needs further investigation.</li> </ol>
<p><b>Response</b></p> <ol style="list-style-type: none"> <li>1. The Draft Plan sets out a number of long-term strategic walking and cycling routes, of which WCW3 is one. This route connects "from the Mount Sion Road to link up with the Rockshire Road, and to connect through to the new park and the Belmont Road roundabout". The Plan designates many areas of open space, all of which are on private property, as the Plan must take the common good approach and plan for the recreational (and smarter travel) requirements of the entire community. The concerns of adjacent properties will be addressed through the detailed project design with any proposal. This Plan ensures that the objective to achieve the connection is in place and how it is achieved is a matter of detailed design.</li> <li>2. The desire line of this route is through this land, see below, which is a woodland, and offers amenity potential for the future. Arbourmount, the development to the south, will also be required to connect into the route of WCW3, as is set out in Chapter 12, Site 3.</li> </ol>		



3. The Plan recognises the heritage value of this woodland, which includes a watchtower, RPS C456. Policies and objectives in relation to heritage are set out in Chapter 7, and all heritage concerns will be addressed through the detailed project design of any proposal.

**Recommendation:**

No change recommended.

Ref	Name	Summary
D14	William Neville and Sons c/o Peter Thomson	This submission seeks a change in Zoning at Abbey Road, Christendom, from Strategic Reserve to low-density Residential.

**Response:**

The Development Strategy for the Plan is set out in Chapter 2, and this outlines that development is to be focused around the Belmont Road, where the majority of the services are located. Provision has been made for low density sites in Newrath and in Ballyrobin.

The Plan makes provision for a road objective in this area, Objective 10D, to connect to the new bridge crossing. This area will be developed in the future as part of the Ferrybank area, and in advance of a comprehensive Masterplan for this area, as identified in Section 2.5.1 Longer Term Horizon, this land should be retained as Strategic Reserve.

**Recommendation:**

No change recommended.

Ref	Name	Summary
D15	Kevin Delaney	This submission seeks a change to the policy on housing for lands zoned as Agriculture within the LAP so that family members, sons and daughters, nephews and nieces who live outside the Ferrybank Area be allowed to apply for permission on family owned lands within the Ferrybank-Belview LAP area.

**Response:**

The policy on Housing on lands Zoned for Agriculture is set out in Section 6.4.1, and it does provide for sons and daughters of the landowner. The intention of restricting categories of persons for housing on agricultural land within the LAP area is to protect agricultural lands from excessive

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development pressure, while ensuring people with existing long term connections within the plan area are catered for.
<b>Recommendation:</b> No change recommended.

Ref	Name	Summary
D16	Suir Shipping	<p>This submission:</p> <ol style="list-style-type: none"> <li>1. Is concerned with the locations of objectives 5D and 5E as follows: "To revise the speed limits on the N29 to allow for access to the zoned land south of the L3412". Objective 5E "To provide a roundabout at the Rathculiheen/L3412 junction to enable the development of the land in the vicinity, and north of this junction".</li> <li>2. Seeks the rezoning of part of their landholding from Passive Open Space to Port Facilities and Industry.</li> </ol>
<p><b>Response:</b></p> <ol style="list-style-type: none"> <li>1. See also D4.</li> <li>2. See also D23, in relation to changes to the PFI zoning at this location.</li> </ol>		
<p><b>Recommendation:</b> No change recommended.</p>		

Ref	Name	Summary
D17	Waterford City and County Council	<ol style="list-style-type: none"> <li>1. To meet the aims of the NPF for the Gateway there will need to be meaningful and real co-operation between Kilkenny and Waterford Councils along with targeted implementation of the PLUTS. The draft should reflect such requirements.</li> <li>2. Section 1.9 should emphasise the need for "far greater co-ordination between local authorities"</li> <li>3. Statements/objectives referring to the primacy of Waterford City should also include the North Quays SDZ and the function of the SDZ in removing barriers between the City and Ferrybank should be recognised and stated.</li> <li>4. There is a discrepancy in the quantified land requirement set out in Section 2.4 and Section 2.6 Core Strategy.</li> <li>5. The 4.5Ha of Arcadian Residential is questioned</li> <li>6. Amount of strategic reserve is not quantified or justified</li> <li>7. Overall Core Strategy provides considerable scope for increased housing units on residentially zoned lands.</li> <li>8. Suggests there is inherent conflict with regard to Retail development and that quantum of retail floorspace currently built out would be sufficient. There should be no increase in net retail or change from convenience to comparison. Additional floorspace should be restricted to convenience sales and retail services.</li> <li>9. Section 4.4.1 mentions range of criteria but does not include the criteria.</li> <li>10. Requirements for ecological links set out in policy 5DM3 welcomed.</li> <li>11. Development Management standards for new industrial structures</li> </ol>

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		<p>should be included.</p> <ol style="list-style-type: none"> <li>12. Future Industrial uses for SEVESO sites should be away from residential and community uses on land zoned heavy industrial</li> <li>13. Objective should be added to ensure co-operation on design and timely delivery of roads infrastructure elements of PLUTS and river crossings.</li> <li>14. Greater emphasis should be placed on Park and Ride, which should also be included for in the Agricultural Zoning</li> <li>15. Requires clear objective on how the Ferrybank LAP will contribute to and support the North Quays redevelopment in terms of community and infrastructure.</li> <li>16. A strategic Objective to support and enable Waterford as a gateway should be included in the plan.</li> <li>17. Section 4.6 should recognise Waterford city and the North Quays SDZ as the most suitable location for retail and office development</li> <li>18. Concern about traffic on the New Ross Road in absence of public transport and park and ride. Greater consideration should be given to the transportation management such as improved rapid bus corridors/park and ride.</li> <li>19. Ferrybank relief road should be given greater priority in the short term.</li> </ol>
<p><b>Response:</b></p> <ol style="list-style-type: none"> <li>1. PLUTS acknowledged in the draft plan (section 1.9) and commitment to it stated and with a specific objective (1E) to seek implementation in full of its provisions.</li> <li>2-3. The plan sets the strategic context well and co-operation between Kilkenny and Waterford is acknowledged. (See S1)</li> <li>4. Section 2.4 is the land requirement, Section 2.6 is the proposed strategy.</li> <li>5. The Arcadian zoning is to facilitate maximum tree coverage along the Ridgeline.</li> <li>6. The total amount of land zoned as Strategic reserve is 184 ha. This strategic reserve zoning is intended to prevent inappropriate development taking place, which could prejudice the long term expansion of the area.</li> <li>7. Noted</li> <li>8. The plan does not allow for significant retail development other than what is already permitted.</li> <li>9. The range of criteria are those as outlined in the RPG's. An additional sentence will be added to section 4.6 to outline this.</li> <li>10. Noted</li> <li>11. There are development management standards set out in Section 5.6 and also the County wide standards, as set out in the County Development Plan, apply.</li> <li>12. Objective 9 (E) relates to the control of Seveso sites.</li> <li>13. Objectives for PLUTS are included in the plan (see also D2B)</li> <li>14. Objective for park and ride included in the plan (10B) Agricultural zoning includes for public service installations such as park and ride.</li> <li>15. The LAP gives a strategic framework for proper planning and sustainable development with connections to Waterford City and the North Quays. (See objectives 1D &amp; 1E in plan)</li> <li>16 – 17. The forthcoming NPF and Regional Spatial and Economic Strategies (RSES) will refine the Gateway definition and the plan is committed to taking these documents on board.</li> <li>18. Objective for completion of the Green route in section 10.8 and sustainable transport.</li> <li>19. Ferrybank relief road to be delivered in tandem with development.</li> </ol>		
<p><b>Recommendation:</b> Add additional sentence to section 4.6 to outline criteria for assessment of retail proposals.</p>		

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Ref	Name	Summary
D18	South East Port Services	<p>1. Seeks the zoning of all lands within the port environs to be zoned for PFI/ITP with the exception of Passive Open Space. Residential Amenity should be excluded within the area.</p> <p>2. Remove Glass House from the RPS and zone area around it for Port facilities at Plot 1. (Fig 18, see below)</p> <p>3. An access objective to facilitate the comprehensive development of plots 3 &amp; 4. (Fig 18)</p> <p>4. An access objective for plots 5 &amp; 6 off the proposed roundabout to facilitate their development. ( Fig 18)</p> <p>5. The provision of water services particularly for fire fighting.</p>



**Response:**

1. The Residential Amenity Belview zoning will be retained in general where there is existing housing.
2. The placing or removal of a structure on the RPS is a separate process, conducted either as part of the County Development Plan or separately. This request will be examined as part of the review of the County Development Plan in 2018.
3. Not deemed necessary as the Council will look at any proposal to link plots 3 & 4 subject to the existing provisions of the plan.
4. The access arrangement to facilitate plots 5 & 6 is something that would be appropriately dealt with at the detailed design stage of the development of the proposed roundabout.
5. At present, for any new developments it is a requirement to provide for static water storage on site to meet fire fighting requirements. The upgrade of the water supply is now a matter for Irish Water and the Council is committed to working proactively with IW for the expansion of water services in the wider port area.

**Recommendation:**

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No change recommended.

Ref	Name	Summary
D19	Irish Water	Requests a slight change to the wording in Section 9.1.2 in relation to the Gorteens Waste Water Treatment Plant.
<p><b>Response:</b> The change requested is a minor clarification in relation to the PE of the Gorteens WWTP.</p>		
<p><b>Recommendation:</b> Amend Section 9.1.2 Wastewater Services to read as follows: "The Gorteens WWTP has a capacity of 190,600 Population Equivalent".</p>		

Ref	Name	Summary
D20	Education and Training Board (ETB)	<p>The submission requests;</p> <ol style="list-style-type: none"> <li>1. the zoning of land for a Community National School in Ferrybank/Belview</li> <li>2. that zoning for appropriate Further Education and Training (FET) facilities to be included in the plan</li> <li>3. that the plan make provision for improved Traffic Management, in relation to:               <ol style="list-style-type: none"> <li>a. improvements to the local walking network,</li> <li>b. highlighting the need to enhance pedestrian and cyclist safety in Waterford's administrative area; at the old railway bridge on the Árd Glas (Abbey) road by widening and resurfacing the footpath, and by providing pedestrian priority at the pedestrian crossing on the Árd Glas (Abbey) road and replacing the ramp with a pelican crossing</li> <li>c. Make provision for segregated continuous cycle lanes, in the LAP and also highlight the need for this also in the area under Waterford's jurisdiction</li> </ol> </li> <li>4. Supports the Greenway, but requests that security arrangements be made to safeguard the school and school body where the route runs adjacent to Abbey Community College.</li> <li>5. That the plan makes provision for sporting and leisure facilities for large primary and post primary student bodies</li> </ol>
<p><b>Response:</b></p> <ol style="list-style-type: none"> <li>1. Sufficient land is zoned for the development of a primary and post-primary school in the Community Facilities zoning (13 acres) provided around the Brothers of Charity complex. This LAP has also 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.</li> <li>2. A number of land use zones within the Plan area could accommodate FET facilities, including the Community Facilities and Urban Village zones, therefore there is no requirement for additional zoning specifically for FET purposes.</li> <li>3. The Plan includes a number of objectives in relation to improvements to cycle lanes (objective 10C) and Active Travel in general. The Council will continue to work closely with Waterford City and County Council in relation to improving pedestrian and cyclist safety in the vicinity of Abbey College.</li> <li>4. The Greenway and the Abbey Community college's grounds will be separated by a security fence.</li> <li>5. The Plan provides for large areas of Active Open Space and Community Facilities zoning which can</li> </ol>		

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cater for the needs of the student bodies as well as the community.
<b>Recommendation:</b> No change recommended.

Ref	Name	Summary
D21	Seamus Roche	<p>1. Employment should not come at any price. Expresses concern about the type of industry proposed at Gyles Quay and its proximity to residences.</p> <p>2. The wastewater treatment plant already impacts on residential amenity.</p>
<p><b>Response:</b></p> <p>1. Measures are included in the LAP to ensure that impacts on residential amenity will be mitigated. A new objective will be included reserving a woodland planting buffer of 15-20 metres along all new industrial site boundaries in the Belview area (see also D5, D6, D9). In relation to scale, the LAP will include a Development Management Standard to ameliorate the impact of developments on existing residential areas. In accordance with Objective 1B, all development proposals will be subject to a project level Appropriate Assessment in order to avoid adverse impacts on protected habitats and species. An additional Development Management Standard will be included to require that all significant industrial developments in the Belview area must submit a Construction Management Plan prior to commencement of development. (see also D5, D6, D9).</p> <p>2. In relation to the wastewater treatment plant, any concerns with its operation should be addressed to Irish Water.</p>		
<p><b>Recommendation:</b></p> <p>1. Amend Development Management Standard 5DM3 (Chapter 5) to require a woodland planting buffer of 15-20 metres along all new industrial site boundaries in the Belview area. Advance Planting upon rezoning would be beneficial to ensure some plant maturation prior to construction. Include additional Development Management Standards in Chapter 5, Belview, to require that</p> <ul style="list-style-type: none"> <li>• all significant industrial developments in the Belview area must submit a Construction Management Plan prior to commencement of development.</li> <li>• In cases where structures are to be constructed proximate to existing residential structures, the potential for these structures to impose on the neighbouring residential amenity by virtue of their heights and bulk should be appropriately mitigated in the assessment of all planning applications.</li> </ul> <p>2. No change recommended</p>		

Ref	Name	Summary
D22	Waterford Golf Club c/o Jim O'Mahony	Golf Club seeks change in zoning of 6 hectares of land from Strategic Reserve and Active open space to Community Facilities so as to utilise the land for a cemetery/burial site.
<p><b>Response:</b></p> <p>This site is located to the west of the golf course, and is currently in agricultural use. It is accessed from the old Newrath Road. Given the site's location, at a remove from the centre of Ferrybank, a zoning of Community Facilities is not considered appropriate at this stage. The Strategic Reserve zone recognises that the land will provide for the longer term expansion of the area, but at present that the land is not required. Cemeteries are open for consideration within the Agriculture zone.</p>		



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therefore there are numerous sites within the plan area that can accommodate a cemetery if necessary.

**Recommendation:**  
No change recommended.

Ref	Name	Summary
D23	Donal Fitzpatrick	Requests a change in zoning of two sites; 1. from Port Facilities and Industry to Residential Amenity Belview as the site forms part of a garden 2. From Port Facilities and Industry and Passive Open Space to Residential Amenity Belview as the site contains a dwelling with mature woodland which acts as a natural buffer from any further development.

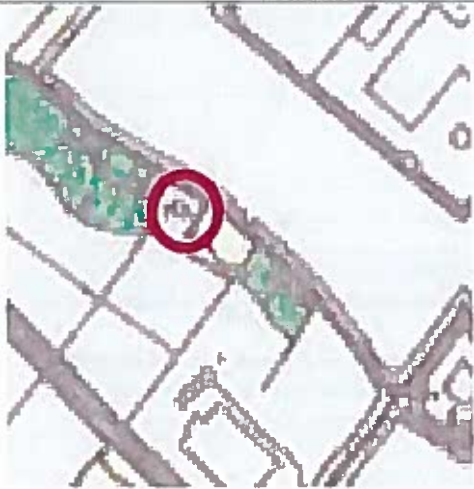
**Response:**

1. Having examined this site, it is considered appropriate to change the zoning from PFI to RAB to reflect the existing use of this site as a dwelling and associated garden.



2. This site, on Glasshouse Road, is also the subject of submission D16, by Suir Shipping (and pre-draft submissions P10 Suir Shipping and P11 PoWC). In their pre-draft submission, Suir Shipping stated they were the owners of the dwelling, and stated that the dwelling is no longer in use as a dwelling. This site was changed to PFI at pre-draft stage to reflect the proposed use. The woodland is zoned as Passive Open Space, and will be retained as Passive Open Space, see D16.

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Having regard to both sets of submissions, both pre-draft and draft, it is considered appropriate to revert back to the RAB zoning.

**Recommendation:**  
Change zoning of portion of site in Belview, as shown above, from PFI to RAB at two locations on Glasshouse road.

Ref	Name	Summary
D24	Dermot Lyons c/o FHP	<ol style="list-style-type: none"> <li>1. Wishes to complete the unfinished estate to the rear of Abbeygate, circa 70 residential units. Also requests that lands east of the neighbourhood centre be zoned as low density residential.</li> <li>2. Proposes the rerouting of the link road with the New Ross road</li> <li>3. Outlines phasing plan and requests that a provision be included in the LAP whereby a planning application could be considered on Strategic Reserve lands where the developer has met certain criteria in relation to, for example, completion of current zoned residential lands in their ownership, or the implementation of the North Quays or National Planning Framework.</li> </ol>
<p><b>Response:</b> Planning permission was granted ref: 15/92 for:</p> <ul style="list-style-type: none"> <li>(a) Revised layout to roads, pumping station, services, storm water attenuation, boundary treatment and public open space and other services,</li> <li>(b) A reduction in the number of houses from 103 to 32 units completed.</li> </ul> <p>This planning permission was based on a Site Resolution Plan worked out and agreed between the Council, NAMA, AIB, and the original developer of the site under planning ref 06/1068 which expired on the 27/9/2015.</p> <p>Within the draft zoning proposed there is provision to complete the 32 houses permitted under 15/92 and to develop at least a further 15 units subject to planning permission. This includes for 8 bases already in the ground.</p> <p>The permission granted provides for the completion of services for the existing houses to date plus</p>		

any additional houses which can be constructed subject to further planning permission.

Kilkenny County Council housing section has agreed in principle to purchase 11 completed units subject to planning compliance.

The permitted layout under 15/92 has incorporated open space into the revised permitted layout.

The submission states that the servicing of the neighbourhood centre, which is adjacent, might be compromised as a result of the zoning proposed in the draft plan. It is unclear from the submission how this might be the case.. This needs further investigation.

There is an existing enforcement notice served on the previous developer requiring compliance with conditions attached to 06/1068. The resolution plan devised and to be executed under P 15/94 will resolve the enforcement issues on the site.

The Draft LAP has a commitment that following the publication of the National Planning Framework and the Regional Spatial and Economic Strategies that both documents will be examined to establish any implications for the LAP. This will be formally expressed as an additional objective (1F) in the plan as follows: *To examine the recommendations of the National Planning Framework and the Regional Spatial and Economic Strategy for the Southern Assembly and establish any implications for the local area plan and make amendments as appropriate.*

Having regard to the overall development strategy in the LAP, the land requirement as set out in Section 2.4 of the draft, the proposed core strategy, the enforcement proceedings relating to the lands, the planning application granted and the requirement for further investigation of the issues raised in the submission the following will be considered:

- (a) That an additional area of land be zoned for housing to accommodate 8 bases already constructed (subject to planning permission).
- (b) Following completion of the services and more than 75% of the houses (i.e. more than 42 units) consideration will be given to additional housing on adjacent strategic reserve lands notwithstanding the strategic reserve designation, subject to the proper planning and sustainable development of the area.



Fig 24

**Recommendation:**

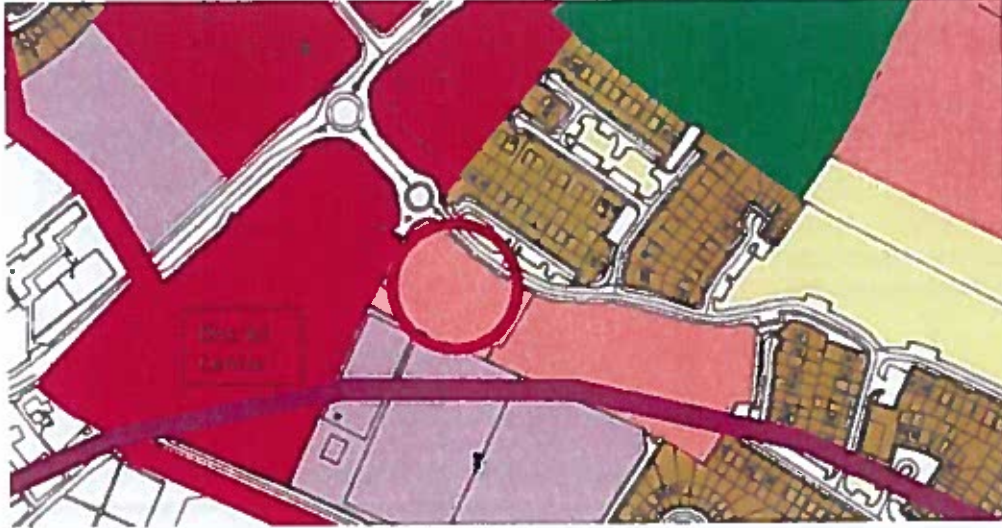
1. Add additional objective 1F: To examine the recommendations of the National Planning Framework and the Regional Spatial and Economic Strategy for the Southern Assembly and establish any implications for the local area plan and make amendments as appropriate.
2. Include within the existing residential zoning 8 existing bases to the south west of the lands numbered 26 to 33 on fig 24.
3. Add the following site specific objective: Following completion of the services and more than 75% of the houses (i.e. more than 42 units), consideration will be given to additional housing on the adjacent strategic reserve lands notwithstanding the strategic reserve designation subject to the proper planning and sustainable development of the area.

Ref	Name	Summary
D25	Deerland c/o Peter Thomson	Submission in relation to the Ferrybank District shopping centre, requesting an additional objective supporting the potential expansion of existing office space within the District Centre, which would allow a reconfiguration of the space to attract inward investment and office based employment.

**Response:**

Chapter 4, Economic Development and Retailing deals with office accommodation in the Plan area. Section 4.2 Commercial/Office Development sets out that the District Centre can contribute to meeting overall demand for office and service uses over the life of the Plan. A statement could be added here to support the reconfiguration of existing office space.

Related to this, the Draft Plan had zoned a site to the rear of the District Centre as Residential. This site contains a surface car park, and forms part of the site of the District Centre. In order to reflect its use as part of the overall centre, this site will be changed to Urban Village.



**Recommendation:**

Insert statement in Section 4.2 Commercial/Office Development as follows:

*"Permission exists for over 5,000sqm of office space within the District Centre and this can contribute to meeting overall demand for office and service uses over the life of the Plan. Furthermore, office capacity here could be expanded, either through reconfiguration or amalgamation of existing permitted units or in additional office space for FDI if considered appropriate".*

Change zoning of car park site from Residential to Urban Village.

Ref	Name	Summary
D26	Seamus Walsh c/o FHP	<p>Submission regarding the Árd Rí lands, stating owners of site;</p> <ol style="list-style-type: none"> <li>1. concur with the Plan that an integrated overall plan for the site is preferable</li> <li>2. would welcome support in the LAP for potential tourism attractions and or innovative links /connectivity with the North Quays and onto the city centre</li> <li>3. Support Cliff Walk and passive open space zoning through the Árd Rí site, but request that the use of the walk should be open during daylight hours only.</li> </ol>

**Response:**

1. Noted. In relation to Table 2.3 and the capacity of land zoned for housing units, it is important to clarify that the Density (max units/hectare) as included in Table 2.3 is not designed to impose a max density on the development of the site, but rather was in order to allocate a capacity to it for Core Strategy purposes. The reference to 'max units' will be removed. Also in table 2.3 change column 3 from "portion allowable for residential use" to Estimate of housing yield for purpose of core strategy".

2. Section 8.2.5 Árd Rí Hotel site sets out the Council's support for the development of this site as an Opportunity site. A statement should be included to the effect that potential tourism attractions

and or innovative links /connectivity with the North Quays and onto the city centre will be supported.

3. The support for Objective WCW1, for a walkway "From the Newrath Road to the summits of Mount Sion and Mount Misery connecting onto the rear of the former Ard Rí Hotel" is noted. The detail of the access arrangements for this walkway will be addressed at detailed design stage.

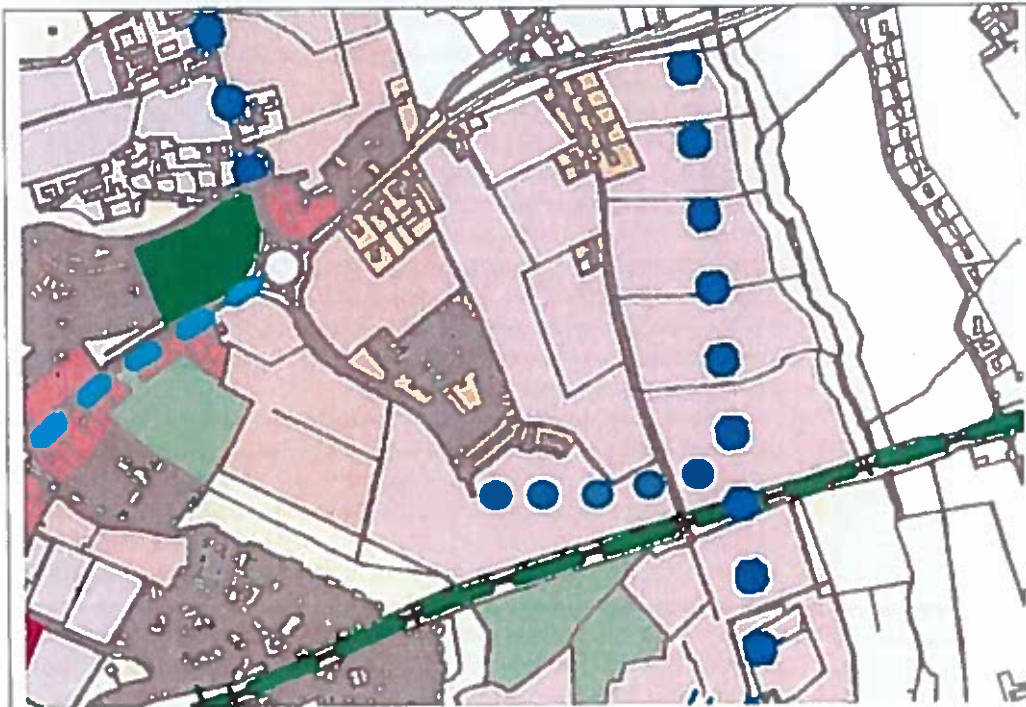
**Recommendation:**

1. Amend Table 2.3 Capacity of land zoned for housing units with clarification of density for the Opportunity site.
2. Amend Section 8.2.5 Árd Rí Hotel site to include statement as follows:  
The Council will support appropriate tourism attractions and or innovative links /connectivity with the North Quays and onto the city centre.
3. No change recommended.

Ref	Name	Summary
D27	Michael Doyle c/o FHP	This submission relates to the Clover Meadows estate and requests: <ol style="list-style-type: none"> <li>1. That zoning on lands be flipped so as to allow lands furthest from New Ross road to develop first, thus first completing the incomplete estate. Phases 1 and 2 should be zoned for new residential and phases 4 and 5 put back to Strategic Reserve.</li> <li>2. Extending the spine road on to the Greenway and beyond to Ross Abbey Neighbourhood centre.</li> <li>3. That a provision be included in the LAP whereby a planning application could be considered on Strategic Reserve lands where the developer has met certain criteria in relation to, for example, completion of current zoned residential lands in their ownership, or the implementation of the North Quays or National Planning Framework.</li> </ol>

**Response:**

1. The Planning Authority considers the request reasonable as it does not compromise the population figures in terms of the Core Strategy but does lead to the completion of housing where some infrastructural works have already commenced.
2. Section 10.7.3 recognises the opportunity to create a connection in the vicinity of Ross Abbey and Clover Meadows. This is however not the preferred method of connecting from north to south. The preferred option is to connect the Clover Meadows road to Road objective 10F, via an eastwards link, as shown below. Objective 10F should be amended in the Plan as shown.



3. An additional objective will be included to provide for the Implications of the NPF and the RSES for the LAP and to make amendments as appropriate, See also D24.

**Recommendation:**

1. It is recommended that phases 4 and 5 be zoned for new residential and that phases 1 and 2 be put back to strategic reserved.
2. Amend Objective 10F To provide a link northward across the New Ross railway line/Greenway at the Ross Abbey housing development to connect through to the Belmont Road (R711), and to the Clover Meadows development, see Figure 10.1 of LAP.
3. Add additional objective 1F: To examine the recommendations of the National Planning Framework and the Regional Spatial and Economic Strategy for the Southern Assembly and establish any Implications for the local area plan and make amendments as appropriate.

Ref	Name	Summary
D28	National Transport Authority	<p>Requests that:</p> <ol style="list-style-type: none"> <li>1. As the NTA will be preparing a Transport Strategy in 2018 for Waterford, this Strategy can provide a basis for the review of PLUTS. Therefore, they seek the amendment of Objective 1E to read: <i>"As a basis for the review and update of the existing Waterford Planning Land Use and Transportation Study 2004, the Council will engage with the National Transport authority, Waterford City and County Council and Transport Infrastructure Ireland in the preparation of a transport Strategy for the Waterford City and Environs area"</i></li> <li>2. North Quays SDZ: Objective 1D be amended to read: <i>"To maximise</i></li> </ol>

		<p>connectivity between Ferrybank and Waterford City Centre including the north Quays SDZ and to take account of the opportunities afforded the planning scheme for the SDZ”</p> <ol style="list-style-type: none"> <li>3. Urban Village: That Objective 3A in Section 3.3.2 be amended to read “To prepare an enhancement scheme for the Ferrybank Main Street/Belmont Road (R7111) in accordance with the Design Manual on Urban Roads and Streets (DMURS)”</li> <li>4. Belview industrial Area/Belview Port: NTA supports certain objectives, but has concern that “enterprise centre/campus/ office based industry is open for consideration in the “Industrial/Technology Park”. It is the NTA's view that employment intensive uses should not be open for consideration, given their high level of dependence on accessibility from the national road network.</li> <li>5. Employment proposals in the Belview area need to clearly demonstrate that employment generated local trip making will not negatively impact on the function of the national road network. To ensure this, the following objective should be included: “The strategic transport function of national roads, including motorways, will be protected by the application of the DoELCG guidelines on “Spatial Planning and National roads – Guidelines for Planning Authorities”</li> <li>6. Green Infrastructure: The following objective should be included “To provide permeability in both existing and new development areas with a particular focus on local accessibility to/from key destinations, including public transport” and “all cycling measures shall be consistent with the “National Cycle Manual (www.cyclemanual.ie)”</li> <li>7. Include an objective for public transport as follows “To provide for improved bus provision serving LAP lands and connection with the SDZ lands and Waterford city Centre”</li> <li>8. Travel Planning: It is recommended that development Standard (10DMB) be amended as follows: “To require Workplace Travel Plans and School Travel Plans for proposed trip intensive development and schools.</li> </ol>
<p><b>Response:</b></p> <ol style="list-style-type: none"> <li>1. Objective 1E currently states “To seek to implement in full the provisions of the Waterford Planning Land Use and Transportation Study 2004 (PLUTS) and any review thereof undertaken.” The Council will also engage with the NTA in the preparation of any Transportation Strategy, and this will be included.</li> <li>2. Objective 1D currently states “To maximise the connectivity between Ferrybank and the North Quays SDZ and to take account of the impacts of the planning scheme when full detail is available”. This will be amended to include Waterford City Centre.</li> <li>3. Objective 3A in Section 3.3.2 will be amended to include reference to the Design Manual on Urban Roads and Streets (DMURS).</li> <li>4. This Plan places an emphasis on Active Travel, and outlines measures to achieve modal shift. Section 10.5 Workplace Travel Plans sets out that developments which have a large potential impact on trip generation may be required to draw up and implement Workplace Travel Plans, also known as Mobility Management Plans. Workplace Travel Plans are a mechanism by which developments can manage the mobility needs of their users and work towards reduced car dependency.</li> <li>5. National policy in relation to access to national roads is set out in the Spatial Planning and National Roads guidelines, and is followed in this LAP. The policy on access to the N29 has been agreed with the TII (See submission D3). The TII have not raised any other concerns in relation to</li> </ol>		



access to national roads.

6. Accessibility and permeability are incorporated into the Plan (see Section 8.1.1 Long term Strategic walking and cycling routes, Section 8.1.1.3 Short links/short cuts and Chapter 10, including objective 10C). Objective 10C in relation to cycle lanes should be amended to include reference to the National Cycle Manual ([www.cyclemanual.ie](http://www.cyclemanual.ie))

7. Objectives 10A and 10B specifically relate to the provision of public transport and infrastructure as follows: 10A Work towards the delivery of the proposed N25 Green Route Link between Belview and the North Quays, to include bus stops and pick up points throughout the proposed urban village.

10B Facilitate the introduction of Park and Ride facilities in tandem with the Green Route, as part of the PLUTS and any agreed reviews. These objectives sufficiently cover the provision of public transport in the plan area.

8. The reference to School Travel plans should be included.

**Recommendation:**

1. Insert Objective 1E(b) to read "To engage with the NTA in the preparation of any Transportation Strategy for the area".
2. Amend Objective 1D as follows "To maximise the connectivity between Ferrybank, the City Centre and the North Quays SDZ and to take account of the *opportunities afforded by impacts* of the planning scheme ~~when full detail is available~~ for the SDZ".
3. Amend Objective 3A To prepare an Enhancement Scheme for the Ferrybank Main Street/Beimount Road (R711) *in accordance with the Design Manual on Urban Roads and Streets (DMURS)*.
4. No change recommended.
5. No change recommended.
6. Amend Objective 10C to include reference to the National Cycle Manual ([www.cyclemanual.ie](http://www.cyclemanual.ie))
7. No change recommended.
8. Amend Development Standard (10DMB) as follows: "To require Workplace Travel Plans *and School Travel Plans* for proposed trip intensive development *and schools*."

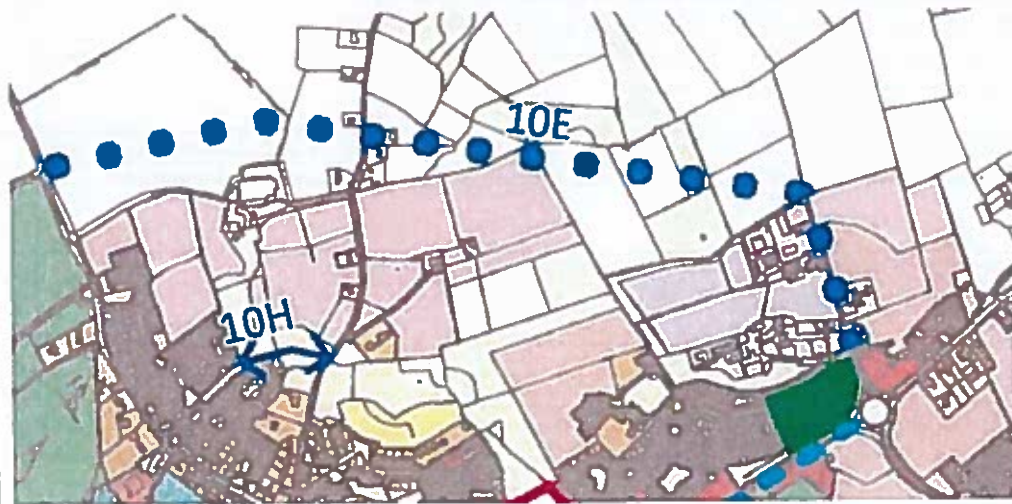
Ref	Name	Summary
D29	John Hayes, Ferrybank Community Development Residents Group	<p>This submission relates to Christendom:</p> <ol style="list-style-type: none"> <li>1. Questions, has the policy of the previous plan, regarding the relocation of the meat processing factories from Christendom, been removed.</li> <li>2. Expresses concerns about the process followed for the IPC licensing and planning permission for the ABP/Waterford proteins plant.</li> <li>3. Expresses concerns about the operation of ABP/Waterford proteins, with trucks regularly bringing carcasses to Waterford proteins for processing (odour, seepage of liquids and body part on the roads), Waste Water discharges to the Suir and public sewers, air Pollution and odours. Concerns also about the intake of "fallen animals" and potential for disease. The odour issue is the remit of the Council and should be addressed.</li> <li>4. In relation to Seveso sites, the submission questions if the Seveso II Directive has now been replaced by the Seveso III Directive.</li> <li>5. The submission states that the rendering plant has the potential risk for fire and explosion, and questions should an exclusion zone be included for this.</li> <li>6. Does the exclusion zone at Transtock compromise any future plans for the development of the area for housing?</li> </ol>

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		<p>7. Environmental effects of the Meat factory and Rendering plant has not been evaluated or listed in the Appropriate Assessment.</p> <p>8. Proposed new river crossings: Foot and Road Bridges will be a hazard to both commercial and private river traffic and will destroy the amenity.</p>
<p><b>Response:</b></p> <ol style="list-style-type: none"> <li>1. The development strategy for the Christendom area is set out in Section 4.1.1. As the meat processing industries continue to operate in this area, and as it is not earmarked for significant residential development in this Plan, the policy of their relocation was considered premature within the timeframe of this LAP. (see D2 also).</li> <li>2. The administration of planning permission is the remit of the Local Authority, and as is the case with all planning applications, notice was erected on site for each application, and notice was also given in an approved newspaper. There also was an opportunity to appeal the decision of the Council to An Bord Pleanála. The Environmental Protection Agency govern Integrated Pollution Control licenses, which are single integrated licences which cover all emissions from a facility and its environmental management. There are two IPC facilities operating in Christendom; license numbers P0040-01 and P0040-02 and P0205-01 and P0205-02, both named as Anglo Beef Processors Ireland trading as ABP Waterford. The process followed for granting these licenses is the remit of the EPA and any queries or complaints in this regard must be addressed to the EPA.</li> <li>3. As regards odour, the monitoring of IPC licensed facilities is the remit of the EPA and any queries or complaints in this regard must be addressed to the EPA. The Council will continue to work with the responsible bodies to ensure that all environmental legislative obligations are adhered to.</li> <li>4. This is correct, the references will be altered (see also D1).</li> <li>5. The consultation distance for Seveso sites does not represent an exclusion zone, only a notification zone. Therefore the consultation distance as shown on the Draft Zoning map is only the area within which the Planning Authority must notify planning applications to the Health and Safety Authority (HSA) for their comment on the file. The ABP plant is not a Seveso site, therefore there is no notification zone associated with it.</li> <li>6. As stated above, this is not an exclusion zone, only a notification zone.</li> <li>7. An Appropriate Assessment screening, and a full Strategic Environmental Assessment have been carried out for this LAP, to consider all impacts on the environment of the proposals under this LAP. They assess the implementation of the LAP. Neither are project specific assessments.</li> <li>8. Chapter 10 includes an objective (10D) to reserve lands for an additional river crossing, as proposed under PLUTS. The detail, and impacts of any proposed road bridge will be determined at project design stage.</li> </ol>		
<p><b>Recommendation:</b></p> <p>Amend Section 9.6 Control of Major Accident Hazards in relation to reference to Seveso Directive III.</p>		

Ref	Name	Summary
D30	Catherine Warren on behalf of 32 Aylesbury Residents	1. Opposed to starting point of the Relief road. Relief Road should begin further along the R711 at the first turn off to Milepost, due to concerns regarding pedestrian, cyclist and wheelchair user safety, and to the level of disruption likely during construction.
<p><b>Response:</b></p> <p>Objective 10E is to "Facilitate the delivery of the Ferrybank Relief Road in tandem with the</p>		

construction of new development in the area over subsequent plan periods (long term objective)". This Relief road will connect the Belmont Road roundabout to Newrath. This road was also an objective of the current (2009) LAP. In the longer term, this will also connect through to the south, in accordance with Objectives 10F (see D27) and 10G. This connection into the Belmont roundabout was selected due to the presence of an existing major junction at this location. There are merits to the alternative proposed, but this would necessitate the construction of an additional major junction. The construction impacts, and proposals for vulnerable road users, for any road proposal will be addressed at detailed design stage. A Development management standard should be included in relation to a requirement for a Construction Environment Management Plan in advance of the construction of transportation infrastructure, including bridges and cycleways. This DM standard should be inserted in Chapter 10 as 10DMC: *To require Construction Environment Management Plans in advance of the construction of transportation infrastructure, including bridges and cycleways, to incorporate relevant and reliable mitigation measures which have been integrated into the Development Plans and any lower tier Environmental Impact Assessment Report or Appropriate Assessment.*



**Recommendation:**

Include new development management standard to cover Construction Environment Management Plans transportation infrastructure, as outlined above. (See also S2, Point 5)

Ref	Name	Summary
D31	Fidells Doherty	<ol style="list-style-type: none"> <li>1. A cycle lane should be incorporated into the North- south Abbey Road to Belmont road and also into the link road from Ballyrobin to the Rockshire Road.</li> <li>2. Full sized livestock and farm yard machinery underpass be included in the link road linking Ballyrobin to the Rockshire road.</li> <li>3. That all efforts be advance to put the Ferrybank Centre into future use, especially units facing the open plaza</li> <li>4. Official bus stops on the Ferrybank/ Slieverue/ New Ross road should be provided/enacted under this review</li> <li>5. That yellow boxes be positioned at premises of Walsh's shop on the Belmont road for road safety purposes</li> </ol>

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		<ol style="list-style-type: none"> <li>6. That community based composting be explored</li> <li>7. That the entrance to the Abbey Community College be improved in tandem with developments of the North Quays</li> <li>8. That access/egress onto the Abbey road for the Power Undertaking business be considered for safety of movement of vehicles and the general public/pedestrians</li> </ol>
<p><b>Response:</b></p> <ol style="list-style-type: none"> <li>1. Cycle lanes will be incorporated into all proposed new roads, in line with the Design Manual on Urban Roads and Streets, see also D28.</li> <li>2. The provision of underpasses as part of any proposed road will be addressed in the detailed design of the proposed road.</li> <li>3. The Draft Plan is fully supportive of the District Centre and contains objectives in Chapter 4 to facilitate and encourage the Centre (see also D25).</li> <li>4. Bus stops have been positioned along the Belmont Road as part of the Green Route. There are objectives in section 10.8 for enhancement of bus facilities (see D28)</li> <li>5. This has been referred to the Area Engineer, as it is an operational issue.</li> <li>6. Green waste is now collected by waste collection operators. In general the Council is supportive of such initiatives by the community.</li> <li>7 &amp; 8. The entrance to Abbey College is within Waterford City and County Council's administrative area, see also D20. This is also the case with Power's Undertakers. The published CPO for the North Quays includes for improvements at the Abbey Road at the Abbey College entrance.</li> </ol>		
<p><b>Recommendation:</b> No change recommended.</p>		

Ref	Name	Summary
D32	Donal Fitzpatrick	<ol style="list-style-type: none"> <li>1. The draft does not maintain the Green belt as per the County Development Plan and zoning has moved closer to the residential areas.</li> <li>2. In relation to Pre-draft submission ref 8. The Conway Farm in Belview should be changed from Port Facilities and Industry to Residential to support Council's investment in water, Wastewater and amenity.</li> <li>3. In relation to Pre-draft submissions ref P10 (Suir Shipping) and P11 (the Port); further exits onto the N29 would make the road more hazardous.</li> <li>4. Increase in portal activity requires more green belt to maintain air quality.</li> <li>5. Wants a woodland preservation order on all woodland.</li> <li>6. All Truck and Lorry park will comply with the previous standards ie compound boundary wall.</li> <li>7. The current waste being exported is detrimental to the development of the area. Clean industry is the future.</li> <li>8. The council should set high quality business park standards (see City west)</li> <li>9. Zoning and Phasing of the Ferrybank/Belview Plan should be reviewed in the next CDP and not the LAP</li> </ol>
<p><b>Response:</b></p>		

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1. The County Development Plan does not set out a Green belt for the Belview area. The Industrial and Technology Park zoning has been increased in this Draft Plan (see also submissions D5, D6, D7, D9).
2. This farm was the subject of a pre-draft submission, ref. P8, whereby Frank Conway, the stated owner, sought a zoning as Port Facilities and Industry. This was accepted in the Draft Plan, as the lands form part of the wider Belview Port area.
3. Access proposals to the N29 are being developed in close co-operation with the TII, see submission D3. Provision will be made for vulnerable road users.
4. Measures are included in the LAP to ensure that impacts on residential amenity will be mitigated. A new objective will be included reserving a woodland planting buffer of 15-20 metres along all new industrial site boundaries in the Belview area (see also D5, D6, D9).
5. Chapter 7 outlines all the natural heritage features in the plan area that will be protected, see Figure 7.2.
6. Any application will be assessed on its merits and measures are included in the LAP, including Development Management Standards, and standards in the County Plan to ensure that impacts on residential amenity will be mitigated, both during the construction and operational phases of any facilities.
7. The LAP sets out the zoning objectives, with broad use guidelines for the area, but does not specify the exact type of activity permissible within each zone. Ports are by their nature, used for the exporting and importing of all types of material.
8. Measures are included in the LAP in relation to the design of developments in the Belview area. A new objective will be included in relation to potential impacts on residential areas. (see also D5, D6, D9).
9. The Local Area Plan is the appropriate land use framework document for the Belview area, as it allows detailed consideration of the issues involved.

**Recommendation:**

Amend Development Management Standard 5DM3 (Chapter 5) to require a woodland planting buffer of 15-20 metres along all new industrial site boundaries in the Belview area. In all cases the Council encourages advance planting which it considers would be beneficial to ensure some plant maturation prior to construction.

Amend Development Management Standards 5DM3 in Ch. 5 Belview Industrial Area, to require that

- all significant industrial developments in the Belview area must submit a Construction Management Plan prior to commencement of development.
- In cases where structures are to be constructed proximate to existing residential structures, the potential for these structures to impose on the neighbouring residential amenity by virtue of their heights and bulk should be appropriately mitigated in the assessment of all planning applications.

Ref	Name	Summary
D33	John O'Halloran	This submission is identical to D32, see above.

**Response:**

See D32

**Recommendation:**

See D32.

Ref	Name	Summary
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D34	May Haberlin	This submission is identical to D32 & D33, see above.
Response: See D32 and D33		
Recommendation: See D32 and D33		

Ref	Name	Summary
D35	Phil and Vera Meyler	<ol style="list-style-type: none"> <li>1. Pre-draft submission ref 8. The Conway Farm in Belview should be changed from Port Facilities and Industry to Residential.</li> <li>2. In relation to Pre-draft submission ref P10 Suir Shipping, they object to the zoning of a site containing a dwelling, on the Glasshouse Road, for Port Facilities and Industry.</li> <li>3. Woodlands along the Glasshouse road should be preserved with a Preservation Order.</li> <li>4. Attached submission letter, same as Subs 32, 33 and 34.</li> </ol>
<p><b>Response:</b></p> <p>1 This farm was the subject of a pre-draft submission, ref. P8, whereby Frank Conway, the stated owner, sought a zoning as Port Facilities and Industry. This was accepted in the Draft Plan, as the lands form part of the wider Belview Port area.</p> <p>2. This site is also the subject of submission D16, by Suir Shipping (and pre-draft submissions P10 and P11). In their pre-draft submission, Suir Shipping stated they were the owners of the dwelling, and stated that the dwelling is no longer in use as a dwelling. This site was changed to PFI at pre-draft stage to reflect the proposed use. Having regard to both sets of submissions, both pre-draft and draft, it is considered appropriate to revert back to the RAB zoning. The woodland is zoned as Passive Open Space, and will be retained as Passive Open Space, see D16 and D23.</p> <p>3. Passive Open Space zoning is applied to existing woodland to ensure protection which to date has been successful. If additional protection is required the Council can make a TPO where this is considered necessary.</p> <p>4. See D32, D33 and D34.</p>		
<p><b>Recommendation:</b></p> <p>See D23, D32, D33 and D34.</p> <p>Change zoning of portion of site in Belview, from PFI to RAB at on the Glasshouse road.</p>		

Ref	Name	Summary
D36	Anita and Marvin Slifirczyk	<ol style="list-style-type: none"> <li>1. Woodlands along the Glasshouse road should be preserved with a Preservation Order.</li> <li>2. In relation to the site subject of Pre-draft submissions ref P10 (Suir Shipping) and P11 (the Port); they strongly object to commercial development next to their home (O'Briens) – worried about noise pollution and heavy traffic.</li> <li>3. Any access adjacent to the N29 would affect residents in the immediate area. Any attempt to construct an entrance/exit to the M29 from this property will be vigorously opposed.</li> <li>4. Attached submission letter, same as Subs 32, 33, 34 and 35.</li> </ol>

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		<p><b>Response:</b></p> <ol style="list-style-type: none"> <li>1. The woodland sites along this road are not identified as woodlands of significant value, however the largest tract is zoned for Passive Open Space to ensure its protection. (See D35)</li> <li>2. This site is also the subject of submission D16, by Suir Shipping (and pre-draft submissions P10 and P11). In their pre-draft submission, Suir Shipping stated they were the owners of the dwelling, and stated that the dwelling is no longer in use as a dwelling. This site was changed to PFI at pre-draft stage to reflect the proposed use. The woodland is zoned as Passive Open Space, and will be retained as Passive Open Space, see D16 and D23. However, in the interest of continuity and the preservation of existing residential amenity, it would be appropriate to keep the zoning of the land on which the house and its curtilage is situated as residential i.e. change it back from "Port Facilities and Industry" as proposed in the draft plan to "Residential Amenity Belview".</li> <li>3. At present there are no accesses proposed at this location. Access proposals to the N29 are being developed in close co-operation with the TII, see submission D3. Provision will be made for vulnerable road users.</li> <li>4. See D32, 33, 34 and 35</li> </ol> <p><b>Recommendation:</b> See D32, 33, 34 and 35</p>
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Ref	Name	Summary
D37	Paul Roche	<p>This submission requests that:</p> <ol style="list-style-type: none"> <li>1. Glasshouse lane, formerly Mill road will not be intersected</li> <li>2. All aspects of the Glasshouse Lane should be maintained i.e. Residential aspect, stone walls, woodland</li> <li>3. Woodland along the Glasshouse road should be preserved with a Preservation Order.</li> <li>4. No rezoning of areas between N29 and Glasshouse Lane should take place, and this area should remain as residential.</li> <li>5. Glasshouse Lane must be maintained as a through road for residents.</li> <li>6. Attached submission letter, same as Subs 32, 33, 34, 35 and 36.</li> </ol>

	<p><b>Response:</b></p> <ol style="list-style-type: none"> <li>1. There are no proposals to intersect Glasshouse road.</li> <li>2. Any effects on the residential amenity and character of Glasshouse Lane will be assessed as part of any planning application. The Plan contains policies and objectives to mitigate any effects.</li> <li>3. The woodland sites along this road are not identified as woodlands of significant value, however the largest tract is zoned for Passive Open Space to ensure its protection. (See D35)</li> <li>4. One site on Glasshouse Lane was subject to a change since the current (2009 LAP), this site is also the subject of submission D16, by Suir Shipping (and pre-draft submissions P10 and P11). In their pre-draft submission, Suir Shipping stated they were the owners of the dwelling, and stated that the dwelling is no longer in use as a dwelling. This site was changed to PFI at pre-draft stage. The woodland is zoned as Passive Open Space, and will be retained as Passive Open Space, see D16 and D23. However, in the interest of continuity and the preservation of existing residential amenity, it would be appropriate to keep the zoning of the land on which the house and its curtilage is situated as residential i.e. change it back from "Port Facilities and Industry" as proposed in the draft plan to "Residential Amenity Belview".</li> <li>5. This is related to Point 1 above.</li> </ol>
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6. See D32, 33, 34, 35 and 36

**Recommendation:**

See D32, 33, 34, 35 and 36

Ref	Name	Summary
D38	Robert and Maggie Dwyer	<p>This submission seeks and states that:</p> <ol style="list-style-type: none"> <li>1. There be no through road from N29 to the Glasshouse road</li> <li>2. A preservation order should be put on the trees in the woodland</li> <li>3. A preservation order should be put on the stone walls</li> <li>4. They are opposed to the use of the dwelling on Glasshouse Road for storage or commercial use.</li> <li>5. Has concerns about the traffic safety, air pollution, noise pollution, odour pollution, light pollution, damage to roads and decrease in property value.</li> <li>6. Roundabout onto the N29 will open the floodgates for factories in the woodlands at the back of the residential lane.</li> <li>7. Entrances from Glasshouse lane through the existing woodlands would be very dangerous.</li> <li>8. Attached submission letter, same as Subs 32, 33, 34, 35, 36 and 37.</li> </ol>
<p><b>Response:</b></p> <ol style="list-style-type: none"> <li>1. There are no proposals in the Plan to create a through road form the N29 to Glasshouse road. Access proposals to the N29 are being developed in close co-operation with the TII, see submission D3.</li> <li>2. The woodland sites along this road are not identified as woodlands of significant value, however the largest tract is zoned for Passive Open Space to ensure its protection.</li> <li>3. The Residential Amenity Belview zoning objective provides for protection of residential amenity which is considered sufficient.</li> <li>4. One site on Glasshouse Lane was subject to a change since the current (2009 LAP), this site is also the subject of submission D16, by Suir Shipping (and pre-draft submissions P10 and P11). In their pre-draft submission, Suir Shipping stated they were the owners of the dwelling, and stated that the dwelling is no longer in use as a dwelling. This site was changed to PFI at pre-draft stage to reflect the proposed use. However, in the interest of continuity and the preservation of existing residential amenity, it would be appropriate to keep the zoning of the land on which the house and its curtilage is situated as residential ie change it back from "Port Facilities and Industry" as proposed in the draft plan to "Residential Amenity Belview".</li> <li>5. Measures are included in the LAP to ensure that impacts on residential amenity will be mitigated. A new objective will be included reserving a woodland planting buffer of 15-20 metres along all new industrial site boundaries in the Belview area (see also D5, D6, D9).</li> <li>6. Access proposals to the N29 are being developed in close co-operation with the TII, see submission D3. It will not affect the zoning of the woodlands as Passive Open Space.</li> <li>7. See point 1 above.</li> <li>8. See D23, D32,D33,D34,D35,D36,D37</li> </ol>		
<p><b>Recommendation:</b></p> <p>See D23, D32,D33,D34,D35,D36,D37.</p>		



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### 3.4 Matters Arising

#### Population Allocations

The South East Regional Planning Guidelines 2010-2022 (SERPG) currently estimate the population of Waterford city will reach 62,500 by 2022. The spatial distribution of that population target allocates a population of 6,500 to the northern environs of Waterford in Ferrybank in County Kilkenny. In preparing the draft plan the Planning Authority is restricted in adhering to these targets thereby limiting the growth of Waterford City north of the River Suir. Statutorily, the Planning Authority is bound to only use this allocation as the basis for estimates within its core strategy for this draft plan, which has severely curtailed the extent to which lands could be zoned, particularly for residential development.

In the PLUTS document it was envisaged that of the proposed increase in the population of Waterford City and Environs 41% would be located north of the River Suir<sup>2</sup>. There is a clear disconnect between the ambitions of the PLUTS and the spatial distribution set out through the Regional Planning Guidelines.

It is widely anticipated that as a proposed national driver, the National Planning Framework (NPF) will set the targeted population for Waterford City just above 80,000 people by 2040. Significant growth is therefore required to reach the much anticipated population targets for 2040, effectively increasing the size of Waterford by 25% during the period 2022 to 2040.

These anticipated NPF projections, when compared with the current SERPG projections, represents a substantial disconnect. If adopted as anticipated, the NPF will require lower tier plans to be adjusted accordingly. As such, future Regional Spatial and Economic Strategies (RSES) and other mechanisms to co-ordinate cross border co-operation between Waterford and Kilkenny will likely fundamentally review the population allocation for the Ferrybank/Belview area, which in turn may materially affect the zoning allocation for the plan area.

Kilkenny remains fundamentally committed to closely co-operating with Waterford City and County Council so as to ensure that Ferrybank-Belview fulfils its role in the regional context and grows side by side with Waterford.

The potential implications deriving from the National Planning Framework and the Regional Spatial and Economic Strategies are recognised in the draft plan with a commitment to establish any implications for the local area plan and make amendments as appropriate. This is reflected in the proposed new objective 1F, *To examine the recommendations of the National Planning Framework and the Regional Spatial and Economic Strategy for the Southern Assembly and establish any implications for the local area plan and make amendments as appropriate.*

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<sup>2</sup> Table 3.1 of PLUTS indicating that 11,986 persons would be accommodated north of the River Suir of the lifespan of PLUTS out of a total of 28,769 persons

#### 4. Next Steps

The members shall consider the Chief Executive's Report, and following this consideration the Local Area Plan shall be deemed to be made or amended, unless the planning authority by resolution, decides to make or amend the plan otherwise than as recommended in the Manager's Report, or decides not to make or amend the Plan.

If the Members decide to alter the Draft Local Area Plan, and the proposed alteration(s) would be a material alteration(s) a further period of public consultation will be necessary.

An Environmental Report and a Screening report for Appropriate Assessment accompanies the Draft LAP.

Alterations to the Draft must be screened to determine if an SEA or AA or both are required of any of the material alterations and what period is necessary for the carrying out of any SEA or AA.

This screening, and if necessary the SEA or AA, must be carried out before proceeding to the public consultation period and will be carried out as soon as possible after the Council's resolution. The public display of any material alterations is a minimum of 4 weeks during which submissions with respect to the proposed material alterations will be taken into account before the LAP is made.

Following the public consultation period a further Chief Executive's Report is prepared and the members must consider the Draft LAP, the alterations to the Draft LAP, any environmental reports and the CE's Report on any submissions received and decide whether to make the LAP with or without the proposed alterations.

## **5. Summary of Recommendations of the Chief Executive**

In total 41 submissions were received on the Draft Ferrybank-Belview LAP from a wide range of consultees including Government Departments, state agencies and the general public.

The submissions from the Department of Housing, Planning and Local Government and the Regional Assembly are dealt with separately at the start of the report.

The report has assessed all submissions in detail and 26 of the submissions assessed resulted in recommendations for alterations to the published draft.

I recommend that the material alterations outlined in the report are accepted by the Council and published for a period of further public consultation in accordance with the requirements of the Planning and Development Acts 2000 to 2017.

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Colette Byrne,  
Chief Executive