

**DO: Gach Ball de CEANTAR CATHRACH PHORT LÁIRGE**  
**To: each member of the Municipal District of Waterford**

## **Chief Executive's Report**

CHIEF EXECUTIVE REPORT ON SUBMISSIONS RECEIVED ON PART VIII  
PLANNING APPLICATION FOR THE BILBERRY TO WATERFORD CITY CENTRE  
GREENWAY LINK

SEPT 2019

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## 1. INTRODUCTION

This Chief Executive's Report forms part of the statutory process as required by Part XI of the Planning and Development Act 2000 (as amended) and Part VIII of the Planning and Development Regulations 2001 (as amended).

The Chief Executive's Report summarises and details the outcomes of the public consultation on the Part VIII Planning Procedure relating to the 2.1kms section of Greenway between the Bilberry Car Park and the Clock Tower and contains the following:

- A description of the nature and extent of the proposed development including a plan of the proposed development and map of the area to which it relates (Section 1 and Appendix A).
- An evaluation of whether or not the proposed development is consistent with the proper planning and sustainable development of the area (Section 1.3).
- The screening determination on why Environmental Impact Assessment (EIA) is not required (Section 1.4).
- A list of the persons or bodies who made submissions or observations (Table 2.1).
- A summary of the issues raised and the response of the Chief Executive (Table 2.2 and Table 2.3) and;
- A recommendation as to whether or not the proposed development should proceed with as proposed, or as varied or modified as recommended in the report or should not proceed with, as the case may be (Section 3).

### 1.1 Description of the Proposed Works - Consultation

The notice of the Part VIII planning procedure for the Bilberry to Waterford City Centre Greenway Link was advertised in Munster Express, a local newspaper, on Tuesday 30<sup>th</sup> April 2019 and placed on public display on site from 30<sup>th</sup> April to the 11<sup>th</sup> June 2019.

Plans and particulars of the proposed development were made available for inspection or purchase, at the Council offices in Waterford City between the hours of 9.30am to 4.00pm Monday to Friday for the period 30<sup>th</sup> April to the 11<sup>th</sup> June 2019 (excluding Bank and Public Holidays).

A copy of the plans and particulars were also available to view online, on Waterford City and County Council's website at <http://waterfordcouncil.ie/projects/public-consultations/index.htm>

Notice was also given to prescribed bodies in accordance with Article 81 of Part 8 of the Planning and Development Regulations 2001 (as amended).

Prior to the publication of the notice, public consultation involved:

- Briefing the Elected Members of Waterford City and County Council
- Meetings with stakeholders directly affected on Bilberry Road in order to agree land acquisition and design details for the project to satisfy the needs of the area as far as was possible;

## 1.2 Summary of the Proposed Development

The nature and extent of the proposed works, as described in the notice is as follows:

Waterford City and County Council advertised the Part VIII planning procedure to upgrade the link between the Waterford Greenway at Bilberry and the planned South Quays Public Plaza at the Clock Tower, where the proposed North Quay's Sustainable Transport Bridge will connect to the North Quays. The project will provide a safer, wider and more attractive connection between the Greenway at Bilberry and the City Centre. The length of the scheme is approximately 2kms, with additional design works required on Bridge Street and the existing footpath adjacent to the flood wall along Merchant's Quay.

The proposed development comprises the following:

- Construction of an approximate 4000 mm wide cycle and pedestrian corridor from the Greenway car park at Bilberry, along Bilberry Road, Grattan Quay and Merchants Quay, to the proposed South Quay Plaza.
- Road widening along Bilberry Road,
- Erection of railings and fences and provision of accommodation works where necessary for adjoining landowners;
- Provision of 2 No. sections of 4000 mm wide boardwalks at the eastern end of Bilberry Road.
- Provide a safer and improved crossing point for Greenway users at the Junction of Rice Bridge and Grattan Quay.
- Upgrade the existing facilities on Grattan Quay and Merchant's Quay.
- Upgrade the existing facilities in the car parks on Merchant's Quay.

The proposed development will be carried out in the townland of Gibbethill and West Ward, Waterford.

Refer to **Appendix A** of this Report which includes a plan of the proposed development and appropriate map of the area.

**Appendix B** of this report contains copies of all submissions/observations made during the consultation period.

## 1.3 Planning Policy

A review of national, regional and local planning policy documents has been undertaken. The key policy documents relating to the proposed development are discussed in the sections below.

### 2013 Waterford City Development Plan

It is and has been an objective of the 2013 Waterford City Development Plan to improve the link from the Greenway to the City Centre. Extracts from specific objectives from the plan in relation to 'sustainable modes of transport' are referenced below:

#### **Objective OBJ 6.2.1**

To provide a citywide cycle network to link all areas of the city to each other via main routes. Existing and proposed extension of the City's cycle network is also outlined on the zoning objectives map. The proposed network is both radial and orbital, with some elements located off street in amenity areas.

**Objective OBJ 6.2.2**

To expand the network to connect the city centre to any proposed North Quay development with a foot/cycle bridge. 'Transforming Waterford' identifies the importance of the link between the existing Greenway and the proposed Greenway between Waterford City and New Ross.

**Planning Land Use and Transportation Strategy 2004 – 2020 (PLUTS)**

The PLUTS seeks to readdress the current spatial imbalance bringing the northern side of the River Suir fully within the economic and social ambit of an expanded Waterford City. Core Principles of the PLUTS include:

- This completed section of Greenway from Bilberry to City Centre will facilitate the connection to the new City Centre Sustainable Transport River Suir bridge for pedestrians and cyclists which will link the redeveloped North Quays with the existing City Centre.
- In addition to the above, the Greenway from Bilberry to City Centre will facilitate connectivity to two future Greenways currently going through the statutory and detailed design phases i.e. Waterford to New Ross (27kms) and Waterford to Rosslare (56kms)
- Concentric City – balanced growth with connectivity between North and South of City including Road and pedestrian linkages.

**National Planning Framework (NPF)**

The NPF identifies key future growth enablers for Waterford City. One of the main enablers listed is the delivery of the North Quays SDZ regeneration project for integrated, sustainable development together with supporting infrastructure, including a new pedestrian bridge or a pedestrian/public transport bridge over the River Suir. As mentioned above, this project will improve and enhance the connectivity between the existing Greenway and the North Quays development as well as two future Greenways to New Ross and Rosslare via the proposed sustainable transport bridge and the North Quays itself.

**Ferrybank Local Area Plan (LAP) 2017**

This Plan has a strong emphasis on Green Infrastructure and encourages 'modal shift' from private motor cars to more sustainable transport options. The plan outlines the 'blue print' for future bus lanes, bike lanes, pedestrian walk ways, cycle lanes and Greenways throughout the Area and also promotes the concept of neighbourhood connectivity using cycle and pedestrian permeability. Section 10.3.1 of the plan specifically deals with 'Green Routes' and infrastructure.

**North Quays Strategic Development Zone Planning Scheme (2018)**

The North Quays Strategic Development Zone (SDZ) Planning Scheme was adopted by Waterford City and County Council in February 2018. The Planning Scheme sets out a vision to:

- To create a sustainable, compact extension to the City Centre that will serve a future population of 83,000 people.
- A regeneration catalyst for the City and Region and the establishment of a sustainable modern city quarter.
- Creation of an integrated multi-modal transport hub designed to sustainably meet the access requirements of The City.

- Building on the context and the riverside location of the site to create a high-quality urban quarter as a natural extension of the City Centre.

The Planning Scheme's vision is supported by a range of principal goals. Relevant to the Proposed Development are the Goals:

- To provide a sustainable transport hub on the North Quays.
- *To provide for sustainable patterns of movement and access with priority for pedestrians, cyclists and public transport.*

The vision and goals are supported by several 'Specific Objectives' relating to: Physical and Social Infrastructure, Planning Strategy, Architectural Strategy and Actions and Implementation objectives. The Planning Scheme details the Access Strategy that is required as part of the development of the NQ SDZ in order to improve access and connectivity to the site. The proposed development is consistent with the vision, goals and objectives of the Planning Scheme and the access strategy.

### 1.3.1 Evaluation of the Planning Policy

Having regard to the provisions of national, regional and the current Waterford City Development Plan and the NQ SDZ Planning Scheme as described above, this evaluation has found that the proposed project supports and is consistent with the proper planning and sustainable development of the area to which the proposed development project relates, for the following reasons:

1. The proposed project broadly supports the policies and objectives of the Waterford City Development Plan 2013 – 2019 and in particular will enhance the vibrancy and vitality of the City Centre which is a key objective of the Development Plan.
2. The proposed development aligns with the vision, aims and objectives, and the access strategy contained within the NQ SDZ Planning Scheme (2018) with regard to cycle and pedestrian connectivity.
3. The proposed project will be a vital part of the wider planning policy transport network for improved pedestrian and cycling infrastructure between Waterford City, Ferrybank via the North Quays development and will ultimately provide direct connectivity to the Town of New Ross as well as Rosslare Port once these Greenways are completed.

## 1.4 Environmental Impact Assessment Screening Determination

Waterford City and County Council has carried out an Environmental Impact Assessment (EIA) Screening Report in accordance with requirements of Section 120(1B)(b)(i) and has determined that there is no real likelihood of significant effects on the environment. Accordingly, it has determined that an EIA is not required in respect of this proposed development. The EIA report and recommendation of the screening were made available with the Part VIII planning application for the duration of the consultation period.

## 2. SUBMISSIONS RECEIVED

A total number of 12 submissions were received within the statutory timeframe, 3 from prescribed bodies and 9 from the public/stakeholders. The person/organisation and/or prescribed bodies who made the submissions are detailed in Table 2-1 below.

**Table 2-1 Submissions received within the statutory timeframe**

| Submission no.            | Name                                       | Address  |
|---------------------------|--|--|
| <b>Prescribed Bodies</b>  |  |  |
| 1                         | Department of Culture Heritage & Gaeltacht | Development Applications Unit, Newtown Road, Wexford                           |
| 2                         | Fáilte Ireland                             | Áras Fáilte, 88-95 Amiens St, Dublin 1   |
| 3                         | Port of Waterford                          | 3 <sup>rd</sup> Floor, Marine Point, Belview Port, Waterford.                  |
| <b>Public Submissions</b> |  |  |
| 4                         | Mr. Fergal Carroll                         | No postal address provided, submission was via email - ocaruil@gmail.com       |
| 5                         | Mr. Paul Kelly                             | No postal address provided, submission was via email - tpaulkelly@gmail.com    |
| 6                         | Ms. Elaine Mullen                          | No postal address provided, submission was via email - Ecmullan@gmail.com      |
| 7                         | Mr. Richard Cahill                         | No postal address provided, submission was via email - rerrin1959@gmail.com    |
| 8                         | Mr. Brian Simpson                          | 36 Prospect Mews, Old Tramore Road, Waterford                                  |
| 9                         | The Waterford Greenway Group               | No postal address provided, submission was via email – deisegreenway@gmail.com |
| 10                        | Mr. Lee Walsh                              | 12A Bayview, Dunmore East, Co. Waterford                                       |
| 11                        | Mr. Martin Doyle                           | The Cosy Thatch, Kilmeadan, Co. Waterford                                      |
| 12                        | Waterford & Suir Valley Railway            | No postal address provided, submission was via email – info@wsvrailway.ie      |

A summary of the issues raised, and the Chief Executive's response and any recommendation is provided in **Table 2.2** and **Table 2.3**.

**Table 2.2 Summary of Prescribed Bodes Submissions, the Chief Executive's Response, and Recommendations**

| Submission No. / Ref | Name                                       | Summary of Submission  | Chief Executive Response & Recommendation   |
|----------------------|--|--|---|
| 1                    | Department of Culture Heritage & Gaeltacht | The Part 8 Planning Report includes a statement in relation to archaeology and notes that archaeological testing will be carried out in advance of construction works. The Department of Culture, Heritage and the Gaeltacht concurs with the recommendation that geotechnical/engineering testing be monitored by an archaeologist (licensed under the National Monuments Acts 1930-1994), and also a programme of pre-construction archaeological testing be carried out to determine the presence/absence of archaeological remains and to ensure the recording and appropriate treatment of any such archaeological remains. An archaeological impact assessment report based on the results of archaeological monitoring/testing and including an archaeological impact statement and suggested mitigatory measures, as necessary, shall be submitted to the Department of Culture, Heritage & the Gaeltacht for comment in advance of construction works. All resulting and associated archaeological costs shall be borne by the developer. The Department of Culture, Heritage & the Gaeltacht shall be furnished with a final report describing the results of all archaeological investigative work, excavation and any necessary post-excavation specialist analysis following the completion of all archaeological work associated with the development. | Noted.<br><br><b>Recommendation:</b> No change to project - WCCC will comply with the requirements of the Department of Culture, Heritage and the Gaeltacht |
| 2                    | Fáilte Ireland                             | From a tourism perspective, Fáilte Ireland are supportive of this development, in line with all proper planning and environmental requirements being met, as it presents a unique way for visitors to experience this part of Irelands Ancient East, and it delivers the type of activities popular with both overseas and domestic visitors. It is considered that the proposed Greenway Link could provide a key piece of cycling infrastructure in Ireland's Ancient East for both overseas and domestic visitors. Also, from an  | Noted.<br><br><b>Recommendation:</b> No Change  |



| Submission No. / Ref | Name              | Summary of Submission   | Chief Executive Response & Recommendation  |
|----------------------|-------------------|---|--|
|                      |                   | economic, safety, environmental, accessibility and integration perspective the propose Greenway Link is an important development for the City and County of Waterford   |  |
| 3                    | Port of Waterford | <p>1. There is no strategy in place for the South Quays despite it being an objective of the Waterford City development Plan 2013. This proposal is one of a sequence of Part 8 applications submitted to the Elected Members for approval. This incremental approach does not provide adequate levels of certainty to commercial operators. A plan for the South Quays, developed in collaboration with key stakeholders, would provide certainty to Councillors, the public, landowners, and car park operators.</p> <p>2. The gradual reduction in the number of Port of Waterford run car parking spaces affects commercial viability of Port of Waterford's car parking operation as well as private property rights under the constitution. The proposed design further narrows the car park and reduces the capacity significantly by 87 spaces (16% of overall capacity). This reduces the profitability of the parking operation as overheads are largely fixed. It is the Port of Waterford's desire to minimise the loss of capacity and replace the capacity should the opportunity arise.</p> <p>3. The existing walkway is 3.6m wide, and the Part 8 application states that the Greenway Link will be 4.0m wide. It appears that the proposed Greenway could be increased to 6.0m wide with the car parks in the South Quays, which conflicts with the width stated in the Part 8 application. The National Greenway strategy states that projects funded under the strategy will have to comply with the TII Rural Cycleway Design (Offline) Standard. The proposed width is at odds with this standard, where a 5m width is only to be utilised in areas of high volume (&gt;1500 users a day). The Bilberry counter records substantially less than this.</p> | <p>1. Noted, WCCC is in the process of developing an integrated strategy for the 'South Quays' from Rice Bridge to the Millennium Plaza.</p> <p>2. The parking layout has been reviewed to optimise the parking capacity.</p> <p>3. The proposed Greenway Link is to be 4.0m wide for most of its length (Bilberry car park to within the Merchants Quay car park). The approx. 330m through the Merchants Quay car park to the tie-in point with the proposed South Quay Plaza is proposed to be widened to 6m wide, the 'TII Rural Cycleway Design (Offline) Standard' is not the appropriate document for use in this location as it will be an area with high volumes of cyclists and pedestrians slowly moving parallel to the river edge/quay wall. The 6.0m width will also approximately match the proposed cycle/walkway through the North Quays development.</p> <p>4. The Greenway Link will bring additional pedestrian and cycle users to this route along the river in the car park, which will has been shown in other locations to discourage anti-social behaviour through passive surveillance.</p> <p>5. Landscaping within the walkway and car park will be agreed with PoW during the detailed design. The 6.0m along 330m of this walkway offers adequate width to facilitate this.</p> <p><b>Recommendation:</b> WCCC will optimise/reduce the impact on the number of car park spaces affected by the project during the detailed design phase of the project and liaise with PoW throughout this process.</p> |

| Submission No. / Ref | Name | Summary of Submission   | Chief Executive Response & Recommendation |
|----------------------|------|---|---|
|                      |      | <p>4. An extended walkway will encourage further vagrancy. PoW has voluntarily put additional anti-vagrancy security measures in place, and additional widening of this space will cause further issues similar to the Liffey Boardwalk in Dublin. The Council will need to support additional security should the scheme lead to increased vagrancy in the car park.</p> <p>5. There are sizeable planters and trees located on the current walkway, and a provision must be made for compensatory planting.</p> |   |

**Table 2.3 Summary of Public Submissions and the Chief Executive's Response, and Recommendations**

| Submission No. / Ref | Name              | Summary of Submission   | Chief Executive Response & Recommendation   |
|----------------------|-------------------|---|---|
| 4                    | Mr Fergal Carroll | The project is supported, however, an overpass at Rice Bridge is suggested in order to avoid further delays to commuting traffic. With numbers of Green way users expected to rise, this junction should have pedestrian and cycle priority and the only way to achieve this is to create an over or under pass of the Rice bridge junction.  | An overpass for pedestrians and cyclists is not proposed at Rice Bridge as part of the proposed project due to the cost involved. An 'all pedestrian phase' is proposed in the traffic signal plan for the junction, which traffic modelling shows can be accommodated within capacity. In addition, the aesthetics of such a structure would have too much of a negative visual impact at this location and would require a specific stand alone Part VIII.<br><br><b>Recommendation:</b> No change.   |
| 5                    | Mr. Paul Kelly    | The section of cycleway from Bilberry to Rice Bridge has parking parallel adjacent to the cycleway. Cyclists will be cycling in the "door zone", i.e. in danger of collision with opening doors of vehicles, and drivers and their passengers will be alighting onto the cycleway.  | The Greenway Link is proposed to be a shared pedestrian and cycle facility. A buffer zone will be provided beside any parallel parking spaces.<br><br><b>Recommendation:</b> No change.   |
| 6                    | Ms. Elaine Mullen | <ol style="list-style-type: none"> <li>1. Removal of the current traffic light shuttle system on the existing Bilberry Road will lead to increased traffic and increased speed on this road.</li> <li>2. Removal of trees will reduce biodiversity, nesting sites, shade and aesthetic appeal of the area. It is essential to avoid the removal of any big trees, and that any other trees and/or shrubbery removed in the construction of this new path are replaced. Larger trees should be incorporated into the design of the path. The space of a road carriageway could be used to do this, requiring the retention of traffic light system (and the resulting lowered traffic speed and volumes).</li> </ol> | <ol style="list-style-type: none"> <li>1. The project is proposed to have a narrow vehicular carriageway of 6.5m (2 x 3.25m traffic lanes). Research from the UK has found that narrow carriageways are one of the most effective design measures that calm traffic. The proposed project removes the flashing amber left slip lane from Grattan Quay to Rice Bridge, replacing it with a left turn lane that vehicles can exit under a green signal during each signal sequence. This will make this route less attractive to through/'rat running' traffic. If excessive speeds do become the norm then traffic calming measures such as the re-introduction of the 'shuttle system' will be considered.</li> <li>2. The project will minimise the removal of trees and hedgerows by widening to one side of the existing carriageway only at any one time. Removal of trees, replacement planting, and other landscaping proposals will be considered at detailed design stage. Efforts will also be made to introduce indigenous /native planting and wild flowers<br/><b>Recommendation:</b> No change.</li> </ol> |

| Submission No. / Ref | Name               | Summary of Submission  | Chief Executive Response & Recommendation  |
|----------------------|--------------------|--|--|
| 7                    | Mr. Richard Cahill | <ol style="list-style-type: none"> <li>1. The scheme is welcomed, however, two coffee kiosks should be included on the extended greenway (e.g. one near the distillery on the Bilberry part, and one along Merchants Quay opposite Treacys Hotel. This would bring increased bikes, footfall and tourists to that end of the quay.</li> <li>2. The Waterford and Suir Valley Railway is a wonderful part of the Greenway offering and now is the time to extend the rail line to as close to the city as possible, perhaps again, at the Bilberry end near Rice Bridge. This would increase the visibility of the train to tourists and locals alike and would offer more opportunity to the railway to offer packages to Mount Congreve etc from the city centre.</li> <li>3. There is an opportunity to set up a professional and high quality campsite for the camper vans who currently use and may in the future be attracted to the area. An ideal location would be the old Waterford Stanley Works site as it is vacant for many years, it is on the riverside, beside the Greenway and close to the City centre. This would bring a huge economic benefit to the city and huge increased use of the Greenway into the future, and would enhance Waterford for a base for cycling/campervan tourists when the New Ross to Waterford Greenway opens.</li> </ol> | <ol style="list-style-type: none"> <li>1. Noted, however, the provision of coffee kiosks and other refreshment facilities will be left to the private sector and is outside the scope of the current project.</li> <li>2. Noted, however, as above this is outside the scope of the current project.</li> <li>3. Noted, however as above this is outside the scope of the current project,</li> </ol> <p><b>Recommendation:</b> No change.</p> |

| Submission No. / Ref | Name                         | Summary of Submission   | Chief Executive Response & Recommendation   |
|----------------------|------------------------------|---|---|
| 8                    | Mr. Brian Simpson            | <ol style="list-style-type: none"> <li>The scheme is an important next step for the Waterford Greenway with the opportunity to attract tourists to the Waterford City end of the Greenway, and the opportunity to encourage short local and commuter trips by bicycle, which would have advantages for air quality and traffic congestion within the city.</li> <li>The scheme should connect to Mary Street and O'Connell Street.</li> <li>Signage should be provided for St John's Greenway/Riverwalk, and the Riverwalk could be further developed to link Tramore with Waterford City and Waterford Greenway. There is a dangerous crossing from Millers Marsh to the Odeon Cinema. A cycling link between the City Centre via the Dunmore Road Riverwalk should be considered in the future as it could reduce traffic congestion and facilitate cycling to schools. Both Riverwalks are flat and sheltered, and could be used by tourists and for local trips.</li> </ol> | <ol style="list-style-type: none"> <li>Noted – submission welcomed</li> <li>Way finding signage will be provided on the Greenway Link to Mary Street, O'Connell Street and the future 'Cultural Quarter'. A Preliminary Design for O'Connell Street is currently being prepared, and it will be designed to be suitable for all modes of transport including cyclists.</li> <li>Noted however these proposed connections are outside the scope of the current project.</li> </ol> <p><b>Recommendation:</b> No change</p> |
| 9                    | The Waterford Greenway Group | <p>The Waterford Greenway Group endorse the scheme as an extremely important piece of infrastructure to bring the Greenway into the heart of Waterford City, and also giving connectivity to the proposed Waterford to New Ross and Waterford to Rosslare Greenways from the proposed South Plaza across the proposed new bridge to the proposed North Quays development. Water's Gate Apartment development, particularly the building of an apartment right over the railway line, should not have been granted planning permission, and has created major problems with the link into the City Quays. There are some great features with the plan including the boardwalk which will add greatly to it.</p>  | <ol style="list-style-type: none"> <li>Noted – submission welcomed</li> </ol> <p><b>Recommendation:</b> No change</p>   |

| Submission No. / Ref | Name             | Summary of Submission   | Chief Executive Response & Recommendation  |
|----------------------|------------------|---|--|
| 10                   | Mr Lee Walsh     | <ol style="list-style-type: none"> <li>1. There is no provision made for the disposal of litter on the new link, and provision should be made for an adequate number of bins on the Greenway. At present, there are no bins on the Greenway between Waterford and Dungarvan. This has caused significant damage to the adjacent river area. This has damaged some of the marshland to the point where some fowl have been prevented from returning to nest this spring. Bins should be designed so that wild animals cannot access the rubbish.</li> <li>2. Pontoons should be created that would provide people with access to the river. The proposed boardwalk will deny people access to the river in the city. Sailors have the right of access to the high tide, and the river side is used for angling.</li> </ol> | <ol style="list-style-type: none"> <li>1. Noted however, it is the policy of Waterford City &amp; County Council not to provide bins in rural areas including Greenways due to the costs of maintaining the service to them.</li> <li>2. Pontoons are not proposed as part of this project. The proposed boardwalk does not alter access to the river in the city, and is not proposed at any location where there is currently access to the river. The boardwalk itself could be used for angling, and the river side can continue to be used for angling also.</li> </ol> <p><b>Recommendation:</b> No Change</p>   |
| 11                   | Mr. Martin Doyle | <ol style="list-style-type: none"> <li>1. No direct consultation took place with a landowner directly adjacent the proposed works.</li> <li>2. A fence/wall should be constructed along the edge of the road between Bilberry Business Park and Irish Heritage Crystal, as has previously been promised by WCCC and in order to prevent the Bilberry Goat Herd from entering the road as a matter of safety. The landowner should be consulted directly regarding this.</li> <li>3. Access should be maintained to the Lady's Walk walkway, and a footpath should be installed outside Bilberry Business Park.</li> <li>4. Bilberry Rock is a protected habitat for the Bilberry Goat Herd, and these works should not interfere with the Rock or the goat herd. Assurance is sought in writing from WCCC.</li> </ol>     | <ol style="list-style-type: none"> <li>1. This Part 8 process is the statutory mechanism and opportunity for consultation with all, including landowners along the route.</li> <li>2. A fence/wall will be considered at detailed design stage, however there is little justification for the provision of such fence as the incidents of goat encroachment on the road is very low. In addition, the Land Registry records show that WCCC are the Freehold owners of the lands in question.</li> <li>3. Access will not be altered to the Lady's Walk walkway. The proposed Greenway Link will be a shared pedestrian and cycle route on the Bilberry Road on the opposite side to Bilberry Business Park.</li> <li>4. Bilberry Rock and Bilberry Goat Herd will not be impacted by the proposed scheme.</li> </ol> |

| Submission No. / Ref | Name                            | Summary of Submission  | Chief Executive Response & Recommendation  |
|----------------------|---------------------------------|--|--|
| 11                   | Mr. Martin Doyle                | 5. The only place the protected (Stachys Officinalis) Bethany Plant can be found growing in Waterford County is on Bilberry Rock. This rare plant is listed in the red data list and, therefore, the plant and its environment are highly protected by Statutory Law. Proposals to protect the environment of this protected plant/land from air/dust pollution in the construction of this proposed development are sought in writing from the WCCC Heritage Officer. Assurance in writing or a copy of the Appropriate Assessment, including inclusion of this rare plant.   | <p>5. A copy of the Appropriate Assessment was included in the Part 8 planning documentation, and is available on line as part of this package. However, this issue is not related to the Habitat Directive Assessment and AA Screening as it is not a species listed on Annex II of the Habitats Directive, and is not listed as a qualifying features of the SAC.</p> <p>None of the works will be located within habitat that support this plant and all works will be buffered from the semi-natural habitats that support this species. The Bilberry Rock and the habitats that it supports, which in turn support betony are located at its nearest point to the project site across the existing public road and there will be no physical interaction between the project works and the rock face and the habitats and vegetation that are supported by the rock.</p> <p><b>Recommendation:</b> consideration be given to the constructin of a wall along the edge of the road between Bilberry Business Park and Irish Heritage Crystal site during the detailed design phase</p> |
| 12                   | Waterford & Suir Valley Railway | The Waterford & Suir Valley Railway Company's long term plan is to extend the railway from its current terminus in Bilberry in to Waterford City. Has consideration been made for the extension of the railway in to Waterford City within the plans for the extension of the Waterford Greenway? The Waterford & Suir Valley Railway has developed since its inception 19 years ago to become one of the anchor tourist attractions in Waterford. It is important that nothing is put in the way to impede the next logical step to develop the railway in to Waterford City. | <p>The extension of the railway into Waterford City has not been considered as part of this Project, however, it does not preclude its future consideration.</p> <p><b>Recommendation:</b> No Change</p>   |

### 3. RECOMMENDATION

Having regard to the provisions of national, regional and local policy (the current Waterford City Development Plan 2013-2019 and the NQ SDZ Planning Scheme (2018) and PLUTS) as described above, this evaluation has found that the proposed project supports and is consistent with the proper planning and sustainable development of the area to which the development relates. The recommendations included in **Tables 2.2** and **Table 2.3** are recommended to be included.

Furthermore, the results from the consultation period, including the submissions and observations received have resulted in a number of minor modifications to the proposed development.

#### **Additional recommended amendments include:**

1. A buffer zone will be provided beside any parallel parking spaces that are adjacent to the shared path in particular along the quay wall.
2. The layout of the Merchants Quay car parks will be revised to reduce the number of spaces impacted.
3. Landscaping to be provided in the car parks on Merchants Quay, including on the 6m wide shared path.
4. Consideration to be given to the construction of a wall along the edge of the road between Bilberry Business Park and Irish Heritage Crystal site.
5. Include such provisions in the Contract documents required to protect all environmental and archaeological features along the proposed route.

It is recommended that the proposed development should proceed as amended in this Report.

### 4. NEXT STEPS

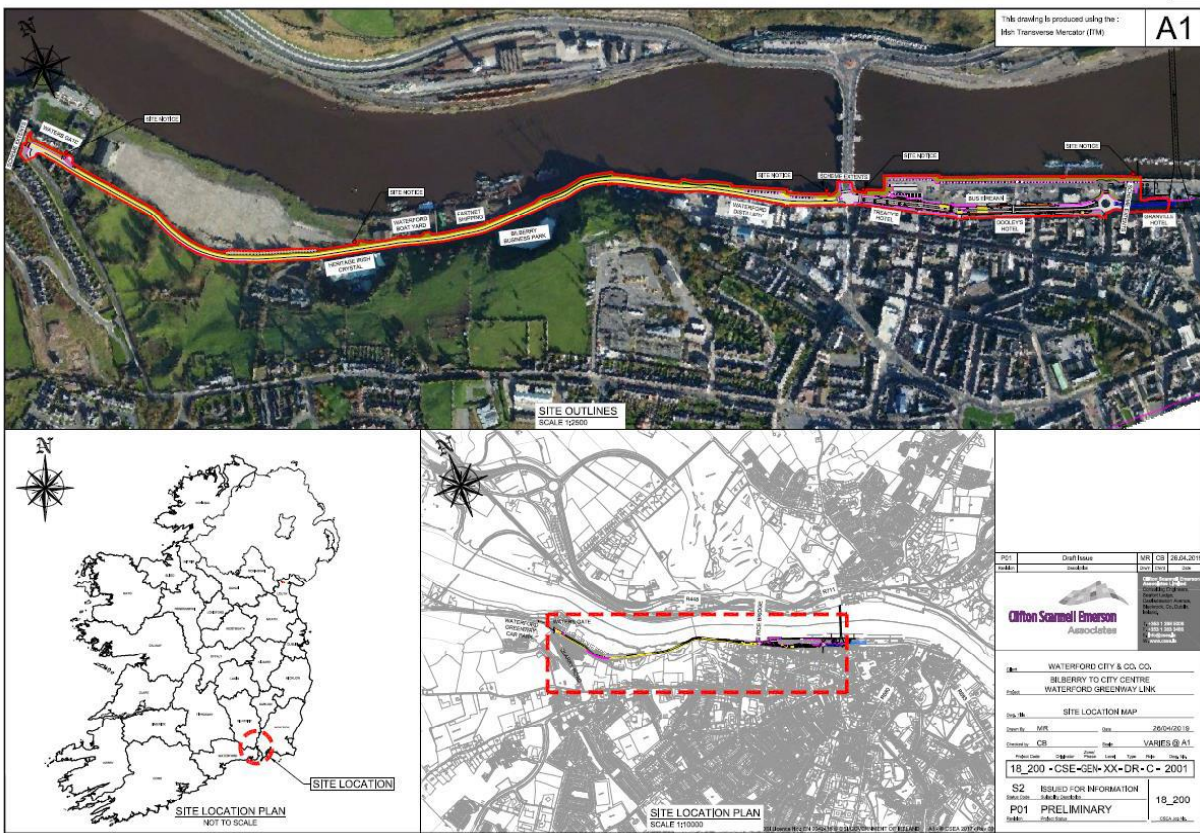
The members of a local authority shall, within 6 weeks of the receipt of this Report consider the proposed development and the contents of this Chief Executive's Report.

Following the consideration of this Chief Executive's Report, the proposed development may be carried out as recommended in the manager's report, unless the local authority, by resolution, decides to vary or modify the development, otherwise than as recommended in this Report, or decides not to proceed with the development.

For a resolution to have effect as per above, the resolution has to be passed not later than 6 weeks after the receipt of this Report, and in the case of a resolution not to proceed with a proposed development, it shall state the reasons for such resolution.



## **APPENDIX A - PROPOSED DEVELOPMENT AND MAP OF AREA**



## **APPENDIX B – SUBMISSIONS RECEIVED**

## 1.0 – Department of Culture Heritage & Gaeltacht

Planning Ref: **Part 8 Bilberry/Waterford Greenway**  
(Please quote in all related correspondence)  
10/06/19

Director of Services – Planning  
Waterford City and County Council  
Menapia Building  
The Mall  
Waterford

Via email

Re: Notification to the Minister for Culture, Heritage and the Gaeltacht under Article 28 (Part 4) or Article 82 (Part 8) of the Planning and Development Regulations, 2001, as amended.

**Proposed Development: Proposals to carry out the works associated with above development from the existing greenway car park at Bilberry, to the Clock Tower on Merchants Quay. The development will consist of:**

A chara

On behalf of the Department of Culture, Heritage and the Gaeltacht, I refer to correspondence received in relation to the above.

Outlined below are heritage-related observations/recommendations of the Department under the stated heading(s).

### Archaeology

The proposed works consist of alterations, improvements and minor works to the existing roadway and carpark surfaces, resurfacing and widening of existing road to include a pedestrian and cycle path, the construction of cantilevered boardwalks along the riverbank west of Rice Bridge. The Part 8 Planning Report includes a statement in relation to archaeology and notes that archaeological testing will be carried out in advance of construction works.

The Department concurs with the recommendation that geotechnical/engineering testing be monitored by an archaeologist (licensed under the National Monuments Acts 1930-1994) and also a programme of pre-construction archaeological testing be carried out to determine the presence/absence of archaeological remains and to ensure the recording and appropriate treatment of any such archaeological remains. An archaeological impact assessment report based on the results of archaeological monitoring/testing and including an archaeological impact statement and suggested mitigatory measures, as necessary, shall be submitted to the Department of Culture, Heritage & the Gaeltacht for comment in advance

Aonad na nIarratas ar Fhorbairt, Bóthar an Bhaile Nua, Loch Garman, Y35 AP90  
Development Applications Unit, Newtown Road, Wexford, Y35 AP90  
manager.dau@chg.gov.ie  
www.chg.gov.ie



of construction works. All resulting and associated archaeological costs shall be borne by the developer.

The Department of Culture, Heritage & the Gaeltacht shall be furnished with a final report describing the results of all archaeological investigative work, excavation and any necessary post-excavation specialist analysis following the completion of all archaeological work associated with the development.

You are requested to send further communications to this Department's Development Applications Unit (DAU) via *eReferral*, where used, or to [manager.dau@chg.gov.ie](mailto:manager.dau@chg.gov.ie); if emailing is not possible, correspondence may alternatively be sent to:

The Manager  
Development Applications Unit (DAU)  
Department of Culture, Heritage and the Gaeltacht  
Newtown Road  
Wexford  
Y35 AP90

Is mise, le meas



---

Connor Rooney  
Development Applications Unit

## 2.0 – Fáilte Ireland



Director of Economic Development & Planning  
Waterford City & County Council  
The Mall  
Waterford

11<sup>th</sup> June 2019

By email: [pjflynn@waterfordcouncil.ie](mailto:pjflynn@waterfordcouncil.ie)

Re: Part VIII Planning and Development Act 2000 (As Amended)  
Planning and development Regulations 2001 (As Amended)

**Bilberry to City Centre Waterford Greenway Link**

Dear Sir/Madam,

I refer to the above Part VIII planning application registered with Waterford City & County Council in relation to the proposed greenway route from the existing Waterford Greenway Car Park at Bilberry to the Clock Tower on Merchants Quay. The proposed Greenway Link improves the 2km section closet to Waterford City of the 46km long Waterford Greenway, completing a Greenway of international renown.

From a tourism perspective, Fáilte Ireland would be supportive of this development as it would present a unique way for visitors to experience this part of Irelands Ancient East, and it delivers the type of activities popular with both overseas and domestic visitors. In early 2016, Fáilte Ireland introduced a new destination brand for the East and South of the country known as 'Ireland's Ancient East'. The proposition behind the brand promises a journey of exploration through "5,000 years of history, in lush green landscapes, with stories told by the best storytellers in the world" and it is considered that this greenway has the potential to deliver on that promise.

In addition, we know that globally, activity tourism continues to grow in popularity and cycling in particular has the potential to grow further; but only if suitable infrastructure can be delivered on the ground and in the right location. As can be seen below in Table 1 walking/ hiking is by far the most popular activity in Ireland amongst our overseas visitors, followed by cycling; and greenways support both of these activities.

An tÚdarás Náisiúnta Forbartha Turasoireachta  
Áras Fáilte, 88-95 Sráid Amiens  
Baile Átha Cliath 1  
D01 WR86  
Éire

National Tourism Development Authority  
Áras Fáilte, 88 - 95 Amiens Street  
Dublin 1  
D01 WR86  
Ireland

Phone 1890 525 525  
or +353 1 884 7700  
Email [info@failteireland.ie](mailto:info@failteireland.ie)  
[www.failteireland.ie](http://www.failteireland.ie)



**Table 1 Data from Survey of Overseas Travellers (SOT) - Activities Engaged in During Trip (main purpose holiday)**

| Type of Activity                       | 2012          | 2013          | 2014          | 2015            | 2016            |
|--|---------------|---------------|---------------|-----------------|-----------------|
| Hiking/ Cross-country walking          | 371,000 (13%) | 558,000 (18%) | 866,000 (26%) | 1,207,000 (30%) | 1,514,000 (34%) |
| Cycling                                | 73,000 (3%)   | 141,000 (4%)  | 153,000 (5%)  | 204,000 (5%)    | 247,000 (6%)    |
| Water-based (excl. fishing & swimming) | 62,000 (2%)   | 73,000 (2%)   | 120,000 (4%)  | 83,000 (2%)     | 135,000 (3%)    |
| Golf                                   | 106,000 (4%)  | 125,000 (4%)  | 96,000 (3%)   | 125,000 (3%)    | 109,000 (2%)    |
| Angling                                | 86,000 (3%)   | 87,000 (3%)   | 115,000 (3%)  | 107,000 (3%)    | 95,000 (2%)     |

In 2013 Fáilte Ireland also undertook significant cycle tourism market research to identify both the potential market size for cycling in Ireland and also consumer preferences in relation to the location and types of trails which could attract visitors to Ireland. A core market potential of over 19.5m people has been identified in the main European markets alone for cycling in Ireland. The largest potential market for cycling in Ireland is Germany, due to its' large size and high proportion of people who cycle abroad. The research determined that there is significant potential for the development of cycling tourism in Ireland, both amongst the overseas and domestic markets and full details of this can be found at [www.failteireland.ie/adventuretourism](http://www.failteireland.ie/adventuretourism)) and in the documentation enclosed here.

The research also identified that visitors have particular preferences in relation to the types of trails and services which they require when cycling in particular. These expectations and preferences can be grouped under what Fáilte Ireland refers to as- The 4 S' for Cycling Tourism, and these are essentially what greenways provide:

- **Scenery** - beautiful scenery and landscape which needs to be varied
- **Segregated** – traffic free
- **Safe** – flat surfaces and good services
- **See and do** – lots of activities, attractions and interesting villages

It is considered that the proposed Greenway Link would also deliver on all of these and could provide a key piece of cycling infrastructure in Ireland's Ancient East for both overseas and domestic visitors. Also, from an economic, safety, environmental, accessibility and integration



perspective the propose Greenway Link is an important development for the City and County of Waterford.

Therefore, from a tourism perspective we are extremely supportive of the proposed greenway in line with all proper planning and environmental requirements being met.

Yours Sincerely,

A handwritten signature in black ink that reads "Shane Dineen".

---

Shane Dineen-Environment and Planning, Fáilte Ireland



## 3.0 – Port of Waterford

5<sup>th</sup> June 2019

BM/BM/06/01

Michael Quinn  
 Director of Economic Development & Planning,  
 Waterford City & County Council,  
 No. 35 The Mall,  
 Waterford

Your Ref: Bilberry to City Centre Waterford Greenway Link – Part 8 Application

Dear Sir,

**RE: BILBERRY TO CITY CENTRE WATERFORD GREENWAY LINK**

Port of Waterford (PoW) welcomes the opportunity to comment on the Part 8 for the Bilberry to City Centre Waterford Greenway Link. Port of Waterford owns a significant area of land on the South Quays and operates commercial car parks which facilitate access to Waterford city centre.

PoW is committed to working with external stakeholders to facilitate opportunities and uses i.e. temporary use of lands for events and festivals where this does not compromise commercial interests and property rights of Port of Waterford. PoW has most recently been required to facilitate R680 Green Route works as per P8 12/08.

**Strategy for the South Quays**

There is no strategy in place for the South Quays. This is despite an objective of the Waterford City Development Plan 2013 to complete an urban design framework for the South Quays area during the lifetime of the Development Plan. This proposal (the Bilberry to City Centre Waterford Greenway Link) is one in a sequence of Part 8 applications submitted to Council Members for approval. This incremental approach does not provide adequate levels of certainty required by commercial operators. A plan for the South Quays should be developed in collaboration with key stakeholders which would provide certainty to City and County Councillors, members of the public, landowners and car park operators.

**Commercial Viability**

This gradual reduction in the number of Port of Waterford run car parking spaces affects commercial viability of Port of Waterford's car parking operation as well as private property rights under the constitution. The proposed design further narrows the car park and reduces the capacity significantly by 87 spaces which translates to 16% of our overall capacity (including Clyde Wharf). This will reduce the profitability of our parking operation as overheads are largely fixed. It is our desire to minimise the loss of capacity and replace this capacity should the opportunity arise.

Calafort Phort Láirge  
 35 Uirlár, Pointe na Mara  
 Calafort Belview  
 Port Láirge  
 X91 W0XW

portofwaterford.com

*Stiúrthóir: D. W'Heleas (Cathaoirleach), P. Rowan, J. Dwyer, L. Grealy, J. Kehoe, M. Moran, D. O'Sullivan, W. Johnston.  
 Port of Waterford Company registered near Port of Waterford. Cillí Cléireach: 30 Uirlár,  
 Pointe na Mara, Calafort Belview, Port Láirge.  
 Áire oifige: 3 Fíorúil fionnaisíon: 299445, Uimh. C.T.B., 1E: 829944511*

*Directors: D. W'Heleas (Chairman), P. Rowan, J. Dwyer, L. Grealy, J. Kehoe, M. Moran, D. O'Sullivan, W. Johnston.  
 Port of Waterford Company trading as 'Port of Waterford'. Registered Office: 3rd Floor, Marine Point, Belview Port, Waterford.  
 Registered in Ireland with Limited Liability No. 299445, V.A.T. No. 1E: 829944511*

Port of Waterford  
 3rd Floor, Marine Point,  
 Belview Port  
 Waterford  
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T: +353 51 874907

**Inappropriate Width of Greenway**

The existing walkway is 3.6m wide. The Part 8 application states 'the proposed scheme involves Construction of an approximate 4000 mm wide cycle and pedestrian corridor from the Greenway car park at Bilberry, along Bilberry Road, Grattan Quay and Merchants Quay, to the proposed South Quay Plaza.' According to the development description, it is proposed that the width is increased to 4m.

However, with the CPO in works for the 6m width pedestrian bridge, it appears that the proposed greenway width could be increased to 6m in order match the width of the Sustainable Transport bridge proposed. If the proposed width of the greenway is now 6m rather than 4m, this is a significant variation on what is presented in the Part 8 application. The National Greenway strategy (Ref) also states on page 17 'Projects funded under this Strategy will have to comply with the Transport Infrastructure Ireland (TII) Rural Cycleway Design (Offline) Standard. The proposed width is at odds with this standard. According to Table 4.1 of the TII Rural Cycleway Design Standard, it is noted that a 5m width is only to be utilised in areas of high volume with high volume facilities designed to attract greater than 1500 users a day. The Bilberry counter recorded (<75,000No.) in 2018, which is substantially less than 1500 per day.

The 6m width differs from the specification in the newspaper notice and differs from the guidance provided in the TII Rural Cycleway Design (Offline) Standards. Further clarification is therefore required as to the exact design proposed in addition to the rationale for this design.

**Design and Antisocial Behaviour**

We would have concerns that an extended walkway would encourage further vagrancy. PoW has voluntarily put additional anti-vagrancy security measures in place and we consider that additional widening of this space is likely to cause further issues similar to those caused by the Liffey Boardwalk in Dublin. We would be looking to the Council for support for additional security if this project leads to increased vagrancy in the car park.

There are also sizable planters and trees located on the current walkway. The Council would need to make provision for compensatory planting in the car park when these are removed from the walkway to improve pedestrian and cyclist safety. There is no evidence of this in the submitted drawings for the Part 8 Application. Clearly this too will impact capacity.

We appreciate your consideration of these issues and look forward to additional dialogue and meaningful consultation at your earliest convenience.

Yours sincerely,



Brian Moore  
Administration Manager  
Port of Waterford

4.0 – Mr. Fergal Carroll

# Bilberry to City Centre Waterford Greenway Link

Before making a submission, please review the project documentation and drawings on the following page: <http://waterfordcouncil.ie/projects/public-consultations/index.htm>

Name \*

fergal

First Name

carroll

Surname

Email \*

ocarruil@gmail.com

Submission / Comment \*

I would like to express my almost approval to this wonderful project... The only part I think could be improved would be an overpass at Rice Bridge ...., the idea of a crossing , disrupting an already testy process of driving the quay across the bridge and vise versa, slowing down commuters further... With expected numbers of Green way users to rise , this junction should be pedestrian and cycle priority and the only way to achieve this is to create an over or under pass of rice the Rice bridge junction, Thank you , Fergal Carroll

5.0 – Mr Paul Kelly

# Bilberry to City Centre Waterford Greenway Link

Before making a submission, please review the project documentation and drawings on the following page: <http://waterfordcouncil.ie/projects/public-consultations/index.htm>

Name \*

Paul

First Name

Kelly

Surname

Email \*

tpaulkelly@gmail.com

Submission / Comment \*

The section of cycleway from Bilberry to Rice bridge has parking adjacent/parallel to the cycleway.  
1. Cyclists would be cycling in the "door zone", ie in danger of collision with opening doors of vehicles.  
2. Drivers and their passengers would be alighting onto the cycleway .

6.0 – Ms Elaine Mullan

# Bilberry to City Centre Waterford Greenway Link

Before making a submission, please review the project documentation and drawings on the following page: <http://waterfordcouncil.ie/projects/public-consultations/index.htm>

Name \*

Elaine

First Name

Mullan

Surname

Email \*

Ecmullan@gmail.com

Submission / Comment \*

Overall the 'greenway' element of the scheme looks fine. I am concerned about the removal of traffic lights and trees, the former will lead to inevitable increases of traffic on the Carrickpherish rd as commuters avoid the toll on the new bridge, and the latter will reduce biodiversity, nesting sites, shade and the aesthetic appeal of area.

The traffic lights along the Bilberry rd have limited the growth of traffic volumes as they are an inconvenience to commuters heading to the industries on the Old Kilmeaden and Industrial estate. They also reduce the speed on that road. If there are removed the traffic levels (and therefore the traffic speed) in the area will increase again. Speed ramps have had to be retrofitted along the Carrickpherish rd to force drivers to slow down - the rd was designed to support a much higher speed limit than that which was required for a residential area with a school etc. Therefore it is essential that some form of Speed barriers are built into the re-design of the Bilberry rd., either involving traffic lights or ramps and build-outs. It is essential that low traffic volumes and speeds are maintained along this route, and, therefore, along adjoining routes.

It is also essential to avoid the removal of any big trees and that any other trees and/or shrubbery removed in the construction of this new path/rd., are replaced. Larger trees should be incorporated into the the design of the path. The council was rightly criticised widely for the removal of trees in the city and county without any apparent justification and could regain some respect in this regard by planting trees along the route. Indeed the space of a road carriageway could be used to do this, requiring the retention of traffic light system (and the resulting lowered traffic speed and volumes).

## 7.0 – Mr Richard Cahill

## Bilberry to City Centre Waterford Greenway Link

Before making a submission, please review the project documentation and drawings on the following page: <http://waterfordcouncil.ie/projects/public-consultations/index.htm>

Name \*

Richard

First Name

Cahill

Surname

Email \*

rerrin1959@gmail.com

Submission / Comment \*

Dear sirs,

may I first congratulate the council and staff on our excellent Greenway and the benefits it has already clearly brought to Kilmacthomas & Dungarvan, hopefully with the Greenway brought properly into the city it will do the same for the quays, businesses, shopping etc in the city.

It seems to me to be a great opportunity to pull in the maximum return for the city from the Greenway and I see three main areas for consideration.

1. To include perhaps two coffee kiosks on the extended greenway, one near the distillery on the Bilberry part, & perhaps one along Merchants Quay opposite Treacys hotel.

I think this would bring increased bikes, footfall and tourists to that end of the quay to spread business around.

2. The Waterford & Suir Valley Railway is a wonderful part of the Greenway offering & now is the time to extend the rail line to as close to the city as possible, perhaps again, at the Bilberry end near Rice bridge.

This would increase the visibility of the train to tourists & locals alike & would offer more opportunity to the railway to offer packages to Mount Congreve etc from the city centre.

3. There are many tourists who come through the city and are clearly camping around Ireland.

I have seen quite a few camper cyclists on the Greenway and numerous campervans both Irish & foreign who pass through the city, perhaps only stopping for an hour or two.

It is a golden opportunity to set up a professional & high quality campsite such as Corkagh Park on the Naas Road in Dublin.

An ideal location would be the old Waterford Stanley Works site lying vacant for many years.

It is on the riverside, beside the Greenway and close to the City centre.

I believe this would bring a huge economic benefit to the city & huge increased use of the Greenway into the future.

Plus when including the opening of the New Ross to Waterford Greenway, this can only enhance Waterford as a base for this type of tourist.

I hope these ideas will be given due consideration & fully understand the financial strains that exist on the council, but I do believe it would gain it back in future years by placing these facilities now & help to make Waterford a major tourist destination in Ireland.

Thanks and regards,

Richard Cahill

Sweetbriar Cottage,

Wilkins St,

Lower Newtown,

Waterford.

X91 Y42K

# Bilberry to City Centre Waterford Greenway Link

Before making a submission, please review the project documentation and drawings on the following page: <http://waterfordcouncil.ie/projects/public-consultations/index.htm>

Name \*

Richard

First Name

Cahill

Surname

Email \*

rerrin1959@gmail.com

Submission / Comment \*

Ref my submission re the extension of the Greenway into the City centre, please see link to campsite mentioned,  
- Camac Valley Tourist Caravan Camping Park, Naas Road, Dublin 22.  
see link :  
<https://www.camping-ireland.ie/parks/dublin/camac-valley-tourist-caravan-camping-park>  
regards  
Richard Cahill

## 8.0 – Mr Brian Simpson

"Bilberry to City Centre Waterford Greenway link"

36 Prospect Mews,  
Old Tramore Road,  
Waterford City,  
X91 E3PO

11/5/2019

Dear Director,

I would like to make a number of observations regarding the extension of the Waterford Greenway into Waterford City Centre.

This is a very important next step for the hugely successful greenway, it can't come soon enough as our city hasn't benefitted fully as the Dungarvan end has over the past couple of years. If this is done correctly we can increase the number of bed nights tourists will stay in our region and very importantly now that a climate crisis has been officially declared there is a greater opportunity for residents of the city to switch from the car to bicycle for short journeys doing day to day duties such as shopping in the city centre and work commutes etc. People will only do this if we have good offroad cycling infrastructure such as the greenway. This could help with day to day traffic gridlock on our city streets. It will definitely improve air quality in our city.

The extension to the Clock Tower is only a small but critical cog in



connecting to our city centre. The idea of the greenway running from Bilberry to Mary Street to O'Connell Street new cultural quarters should be aggressively pursued as this will help small businesses in a hard hit previously neglected area. The beautiful pedestrianised areas such as John Roberts square, Arundel square, Michus Street Applemarket will be naturally very welcoming to tourists as they approach from this area via Georges Street.

The city already has 4km of offroad cycle infrastructure that link the southern suburbs of Cherrymount, Ursuline Court etc. It runs from Balinacul roundabout on the Tramore road and terminates at Goady's Yard in Johnstown there are many amenities along the route from pubs such as The Wanderer Inn, Phil Grimes and Goady's Yard above to stores such as TK Maxx and Tesco Poleberry and Odeon Cinema. It is better known by locals as the St. John's greenway however there is no signage to indicate any such facility exists. Three years ago I met a British tourist cycling with a small trailer along a very busy Tramore road opposite Kingfisher. He told me he had spent the previous day cycling the Waterford Greenway from Dungarvan to Waterford and he stayed the night in a city hotel. He was on the way to Tramore to camp in a campsite the following night. I told him that the riverwalk offered a much safer option to cycling from the city centre via busy Manor Street and Tramore road. He cycled from Kingfisher to Balinacul along the riverwalk on way to

Tramore he was very impressed with the high standard of cycle path provided but was really miffed at why such a facility is not in anyway signposted or promoted as a safer, healthier option. In the Summer season countless numbers of tourists cycle the busy roads en route to Tramore oblivious that a beautiful safe alternative will bring them safely out of our city to Balinclud. To his credit

Cllr. Jason Murphy did raise this issue and also the dangerous crossing from Millars Marsh to Odeon Cinema but this was over 2½ years ago and nothing has been done. The point I want to make is this St. John's riverwalk could be fully developed to link Tramore with Waterford city and Waterford Greenway its a short 10km route with much of the city end done and would offer another option for tourists visiting our region. At the unveiling of a blue plaque at an old rail bridge in Tramore a couple of years ago Irish rail's Barry Kenny envisaged a future greenway running along the old railway linking Waterford city once again to Tramore.

My final observation would be a future link to the city centre via the Dunmore road riverwalk to our city centre. This would also ease gridlock on a very busy road and could also serve schools along the way. The advantage of the St. John's river and this Suir river route would be both are very flat well sheltered and very conducive to cycling from a tourist and utility cyclists point of view.

By developing all the options fully we as a city will be taking a real lead by

Pully linking our parks, woodlands, farlands, river, canal, wildflower habitats which will be protected for future generations and all within a short cycle from the city centre. Tourists will see many more hidden gems that we have to offer.

Thank you for giving the people the opportunity to submit observations I really hope they will be taken on board.

Yours sincerely,

Brian Simpson.

Cycling enthusiast & Friends of St. John's river committee member.

9.0 – The Waterford Greenway Group

# Bilberry to City Centre Waterford Greenway Link

Before making a submission, please review the project documentation and drawings on the following page: <http://waterfordcouncil.ie/projects/public-consultations/index.htm>

Name \*

|                |                              |
|----------------|------------------------------|
| Déise Greenway | The Waterford Greenway Group |
|----------------|------------------------------|

First Name

Surname

Email \*

deisegreenway@gmail.com

Submission / Comment \*

Having views the plans for the Greenway Link, we would like to endorse same as an extremely important piece of infrastructure to bring the Greenway into the heart of Waterford City. It also gives connectivity to the proposed Waterford to New Ross and Waterford to Rosslare Greenways from the proposed South Plaza across the proposed new bridge to the proposed North Quays development. This is a very exciting plan.

It is now the right time to do the right thing. It is a pity that over a decade ago that future planning and future thinking was not in place in the Waterford City Council as planning permission was given for Water's Gate Apartment development particularly the building of an apartment right over the railway line. A few years ago, we tried to check out who signed off on this but to no avail. This has created major problems with the link into the City Quays but we do applaud you on this plan. It is always the right time to do the right thing.

There are some great features with the plan including the boardwalk which will add greatly to it.  
Best wishes with the plans.  
Déise Greenway, The Waterford Greenway Group

## 10 – Mr Lee Walsh

Mr Lee Walsh  
12A Bayview  
Dunmore East  
Co Waterford

Mr Michael Quinn  
Director of Economic Development & Planning  
Waterford City & County Council  
35 The Mall  
Waterford

11/06/19

**Bilberry to City Centre Waterford Greenway Link**

Dear Mr Quinn

I would like to raise the following concerns that I have in relation to the proposed Bilberry to City Centre Greenway link.

1. There are no provisions made for the disposal of litter on the new link. At present, there are no litter bins on the Greenway between Waterford and Dungarvan. This has caused significant damage to the adjacent river area. A huge build up of nappies, coffee cups and other waste can be seen from the river. This has damaged some of the marsh land to the point where some fowl have been prevented from returning to nest this spring. Greenways must not become an intrusion into nature. Every effort must be taken to prevent further damage to the eco-system. Provision should be made for an adequate number of litter bins on the Greenway. It is important that the appropriate design of litter bin is selected so that wild animals cannot access the rubbish.
2. Pontoons should be created that would provide people with access to the river. The proposed boardwalk will deny people access to the river in the city. Sailors have a right of access to the high tide. Many young men can be seen angling along the river side in the evening time also. This is a positive outlet for young men and can prevent mental health problems.

Kind Regards



## 11 – Mr Martin Doyle

**Bilberry to City Centre Waterford Greenway link**11<sup>th</sup> June 2019

To Whom it May Concern,

As a landowner adjacent to these proposed development works; I make the following submission in relation to the proposal of the above-mentioned development notwithstanding no consultation took place with me as landowner directly affected in the matter of this proposed development,

**1.**

It has long been promised by previous correspondence from Waterford Council that once road improvements works commence on Bilberry Road a fence/wall would be constructed in the area outlined marked **red** on the attached development proposal map to prevent the Bilberry Goat Herd from entering the mentioned road a matter of road safety, I ask that measures are put in place to erect such a safety wall/fence which is suitable to restrain the goat herd gaining access to the said road in the interest of Public safety, I also request that contact be made directly with me in relation to any proposals in relation to this matter,

**2.**

The lady's Walk the intention to widen the road should not interfere with access to the said walkway which must be preserved whatever planning issue should arise as stated by your City Manager Mr Michael Walsh in his letter to An Bord Pleneana of 2005 I insist a footpath is put in place in the area marked **Green** to facilitate the walkway,

**3.**

Bilberry Rock is a protected habitat for the Bilberry Goat Herd I seek assurance these works do not cause interference with the Rock or the Goat Herd, I ask for that assurance in writing from Waterford County Council,

**4.**

The only Place The protected (Stachys Officinalis) Bethany Plant can be found growing in Waterford County is upon Bilberry Rock this rare plant is listed in the red data list therefore the plant its environment are highly protected by Statuary law,

I request in writing from your Heritage Officer Bernadette Guest the Waterford Councils proposals to protect the environment of this protected plant/ land from air/dust pollution in the construction of this proposed development. please inform me in writing or provide a copy of the said assessment assuring this rare plant its location adjacent to the proposed works was indeed included in the Councils appropriate assessment screening under the Habitats Directive92/43/EEC also the Planning Development Act 2000.

Martin Doyle,

The Cosy Thatch,

Kilmeadan,



12 – Waterford & Suir Valley Railway

# Bilberry to City Centre Waterford Greenway Link

Before making a submission, please review the project documentation and drawings on the following page: <http://waterfordcouncil.ie/projects/public-consultations/index.htm>

Name \*

Maria

First Name

Kyte

Surname

Email \*

info@wsvrailway.ie

Submission / Comment \*

The Waterford & Suir Valley Railway Company's long term plan is to extend the railway from it's current terminus in Bilberry in to Waterford City. Has consideration been made for the extension of the railway in to Waterford City within the plans for the extension of the Waterford Greenway? The Waterford & Suir Valley Railway has developed since it inception 19 years ago to become one of the anchor tourist attractions in Waterford. It is important that nothing is put in the way to impede the next logical step to develop the railway in to Waterford City.