



Tionól Réigiúnach an Deiscirt
Southern Regional Assembly

Waterford Metropolitan Area Strategic Plan

Extract from the Regional Spatial and Economic Strategy for the Southern Region



Tionscadal Éireann
Project Ireland
2040

Waterford Metropolitan Area Strategic Plan



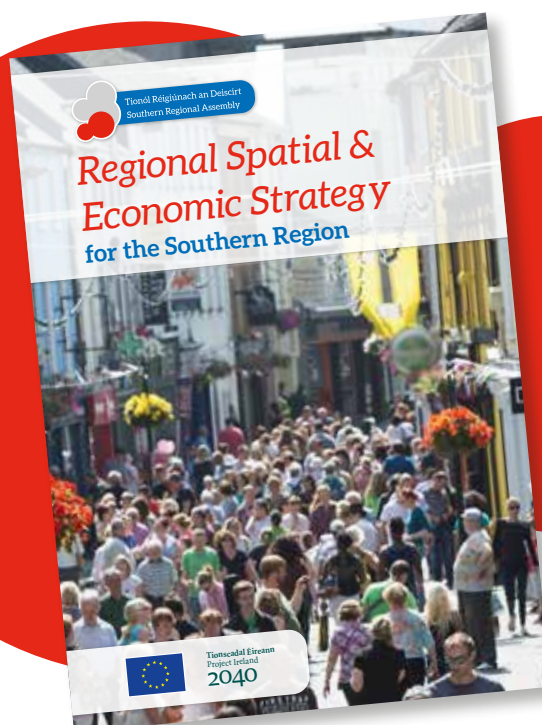
Extract from the Regional Spatial and Economic Strategy for the Southern Region

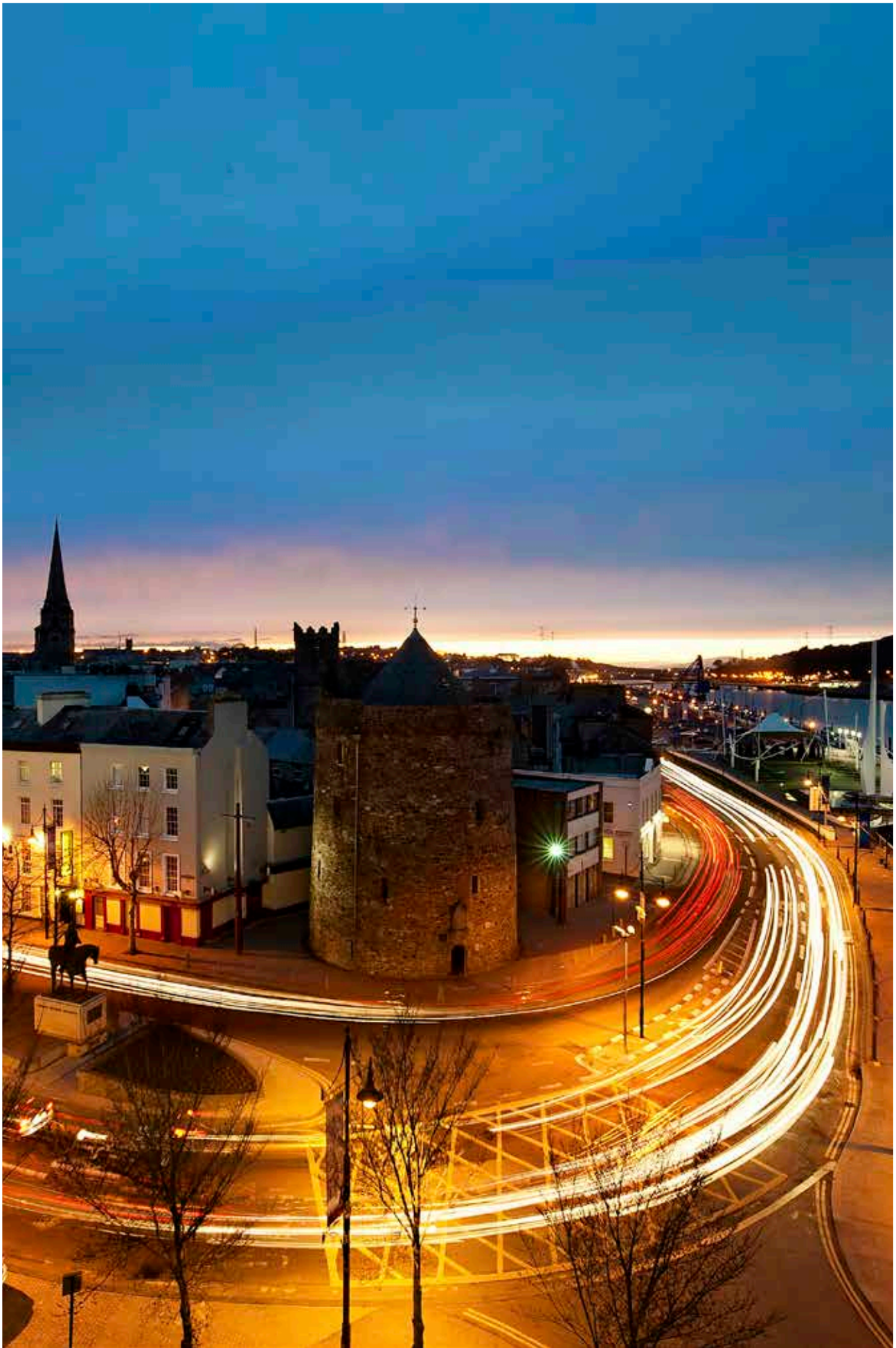
The NPF targets significant growth and development in all five of Ireland's cities. To achieve this, Metropolitan Area Strategic Plans (MASPs) have been designated in the NPF and in the Region MASPs have been prepared for:

- The Waterford Metropolitan Area;
- The Cork Metropolitan Area;
- The Limerick - Shannon Metropolitan Area;

The MASPs are an essential component of the Regional Spatial and Economic Strategy for the Southern Region (RSES) published January 2020 and provide a framework for accelerated sustainable growth in each Metropolitan Area and a mechanism to ensure co ordination between the local authorities in each MASP area. The following is the Waterford MASP as contained in the RSES . It is important to note that the MASP is a subset of the RSES and therefore this extract should be read in that context. The RSES itself contains the overall policy (and relevant environmental assessments) for the Region and MASP and this extract should not be considered in isolation from the RSES.

The strategic role and Regional Policy Objectives for the MASPs are set out in Section 3.4 of the RSES and are attached here as Appendix 1. The RSES also includes strategic goals for the MASPs which are included as Appendix 2.





1.0 | Introduction

1.1 | Overview

As Ireland's oldest City, Waterford is long recognised as an International Gateway and Port with its origins dating back to the Viking Settlement of 914AD. The City experienced a significant expansion in the 18th century, including the establishment of Waterford Crystal in 1783.

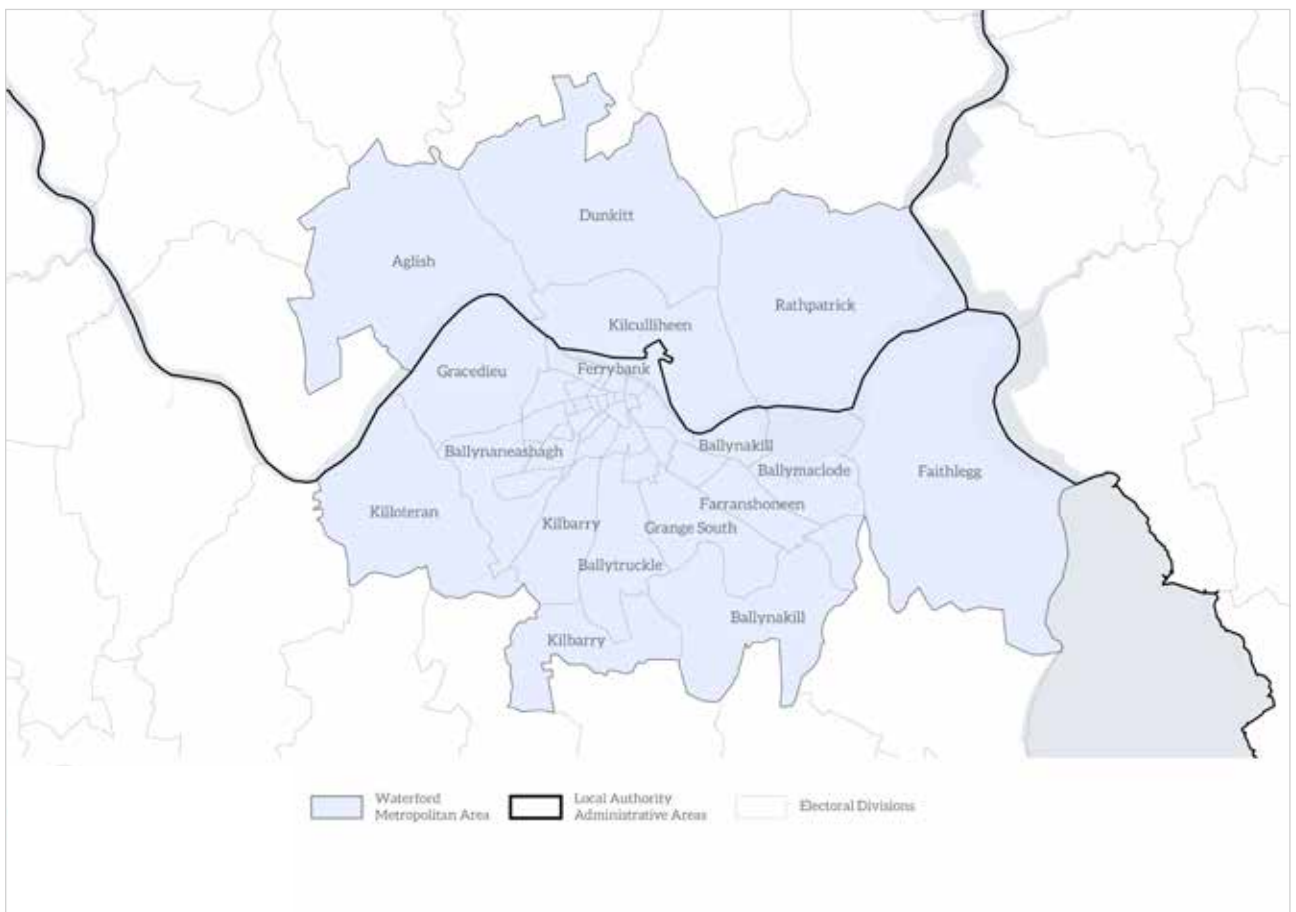
The City was the site of significant manufacturing and trade activity through to the late-20th century when changes in global economic structures and practices, amongst other factors, severely impacted its economic base. In more recent years, the city and wider area has reoriented its economic activity towards more knowledge intensive, innovation-based activity, in particular ICT and pharmaceuticals. The City and suburbs have since expanded to a population of 53,504 (2016 Census) with a wider regional population looking to the City for

employment, education, health and public services as well as retail and entertainment.

The NPF has confirmed Waterford's status as the principal urban centre of the South-East with the objective for the City to become an important driver of national growth and a **'Regional City of Scale'** with a defined Metropolitan Area. This requires a development strategy to build Waterford's population and employment base to drive metropolitan and regional enterprise growth in combination with surrounding urban centres.

The MASP provides a high level strategic framework for the sustainable development of the Waterford Metropolitan Area based on the ambition for the City and Metropolitan area as an innovation-centred, enterprising, University City with a diverse population, a vibrant cultural sector, a thriving economy, and a significant and substantial profile that brings European and international recognition.

Map 1 | Waterford Metropolitan Area



1.2 | Spatial Definition

The Waterford Metropolitan Area is located around Waterford Harbour and the River Suir. It is centred on the City of Waterford and its suburbs with an extensive rural area beyond the built-up area which includes a number of small rural settlements such as Passage East, Cheekpoint, and Slieverue.

The Port of Waterford is located at Belview, approximately 5km east of the City Centre. The Waterford MASP area encompasses an area of **143sq.km** of which **85.05sq.km** is in Waterford City and County Council and **57.60sq.km** is within Kilkenny County Council.

The majority of the population (89%) lives in the built-up area of the City and suburbs located mainly on the southern side of the River Suir but also extending to the north side of the river into Co. Kilkenny.

Waterford MASP Policy Objective 1

Waterford Metropolitan Area

- a. It is an objective to strengthen the role of the Waterford Metropolitan Area as an international location of scale, a complement to Dublin and a primary driver of economic and population growth in the Southern Region.
- b. It is an objective to promote the Waterford Metropolitan Area as a cohesive metropolitan area with (i) the city centre as the primary location at the heart of the metropolitan area and region (ii) compact growth and regeneration of the Metropolitan Area across the city centre and suburbs, (iii) active land management initiatives to deliver housing and employment locations in a sustainable, infrastructure led manner.
- c. It is an objective to secure co-ordinated investment and delivery of holistic infrastructure packages across State Departments and infrastructure delivery agencies as they apply to the Waterford Metropolitan Area and seek further investments to deliver on the Metropolitan Area Goals (See Volume 3).
- d. Any reference to support for plans, projects, activities and development in the MASP should be considered as referring to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate
- e. The MASP seeks to protect, manage and, through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Region.

2.0 | Key Components & Attributes

The Waterford Metropolitan Area recorded a population of 59,854 in the 2016 Census. National Policy Objective 7 states that the strategy for Waterford, Cork, and Limerick is, 'to accelerate the development of these Cities to grow by at least half, i.e. by 50% to 60% to 2040'.

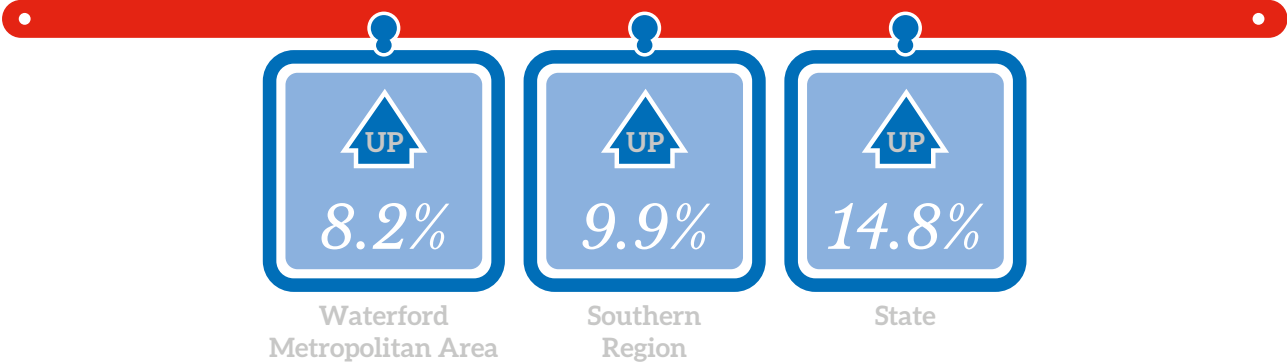
NPO 8 sets out the **Minimum Target Population** for Waterford City and Suburbs by 2040 of 81,000⁴⁴. This will require targeted growth focused on significant housing and employment locations identified.



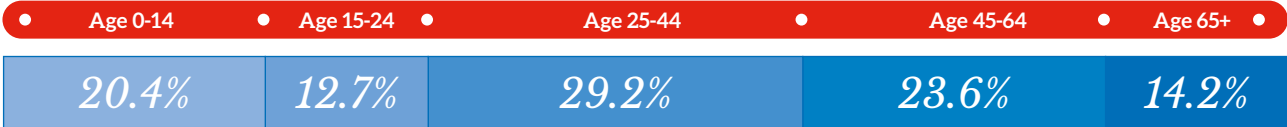
44. NPF Table 4.1

The following infographics provide details of the key components and attributes of the Waterford Metropolitan Area.

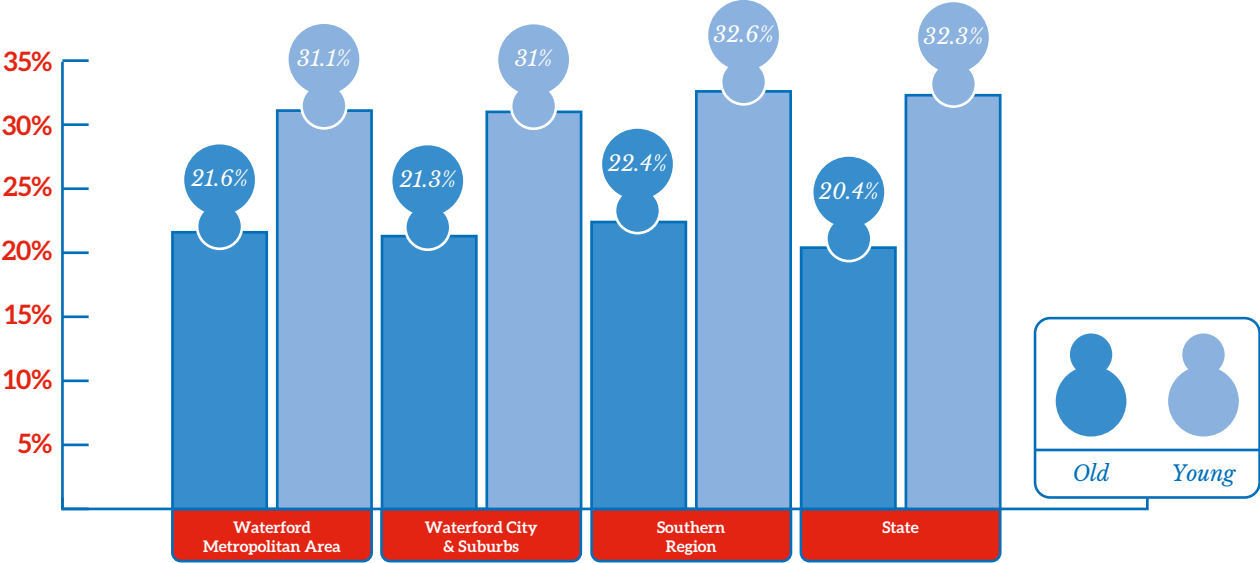
Population Change 2006 - 2016



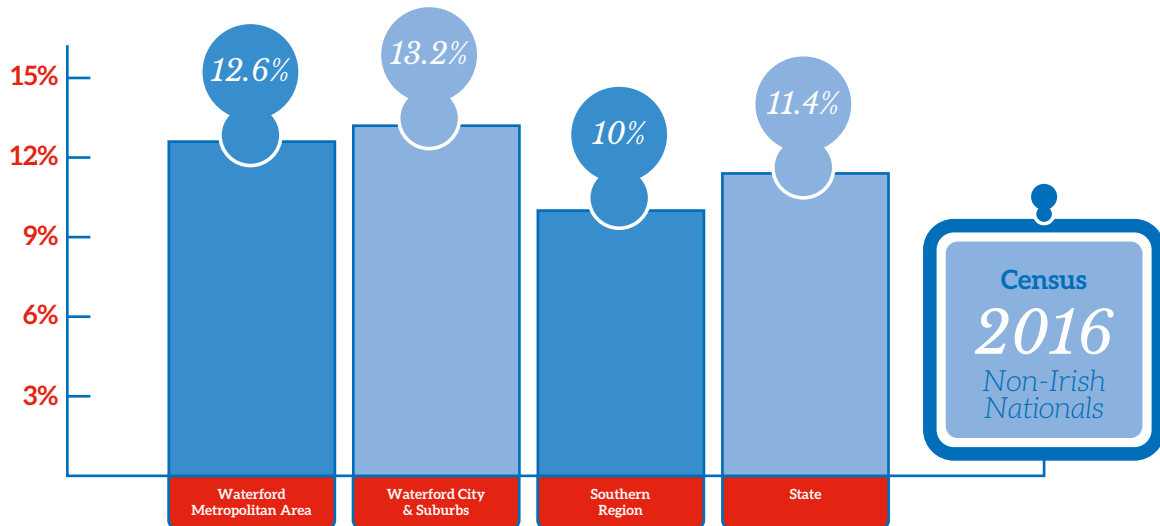
Population by Age



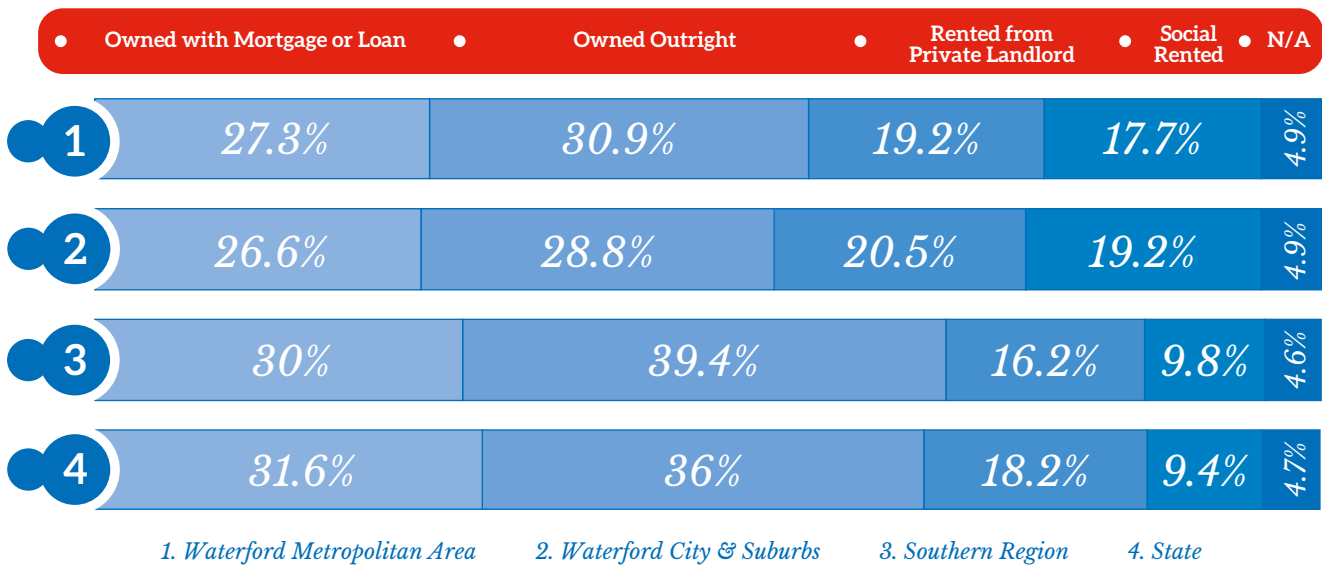
Old & Young Age Dependency Rate



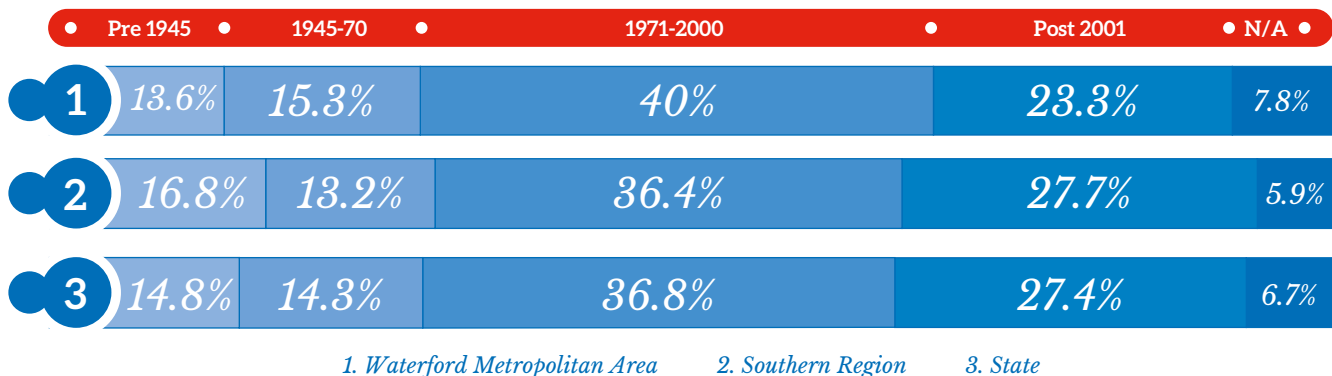
Diversity and our Migrant Communities



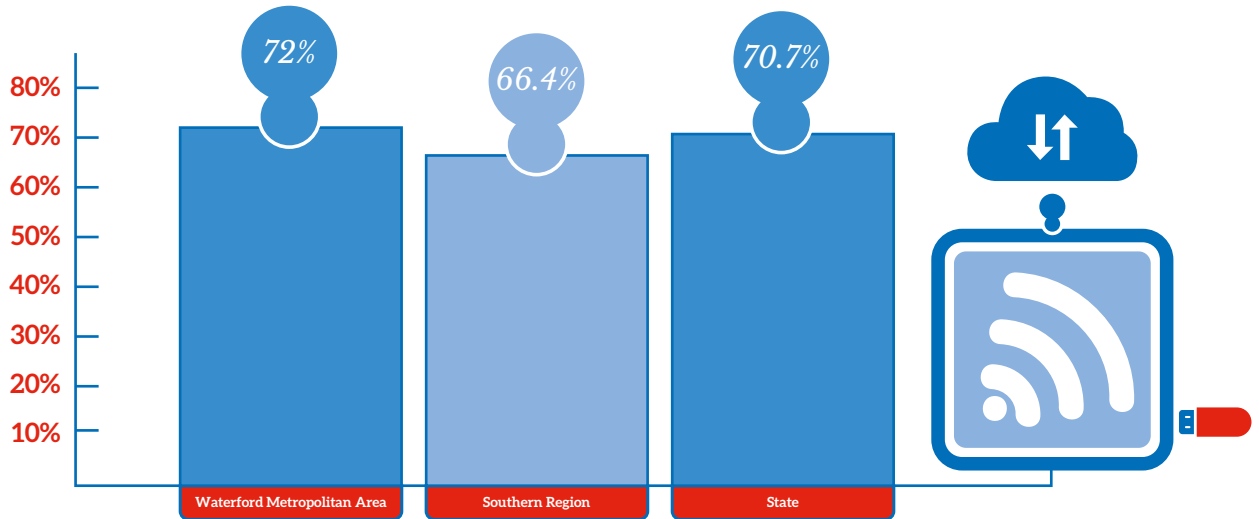
Housing Tenure



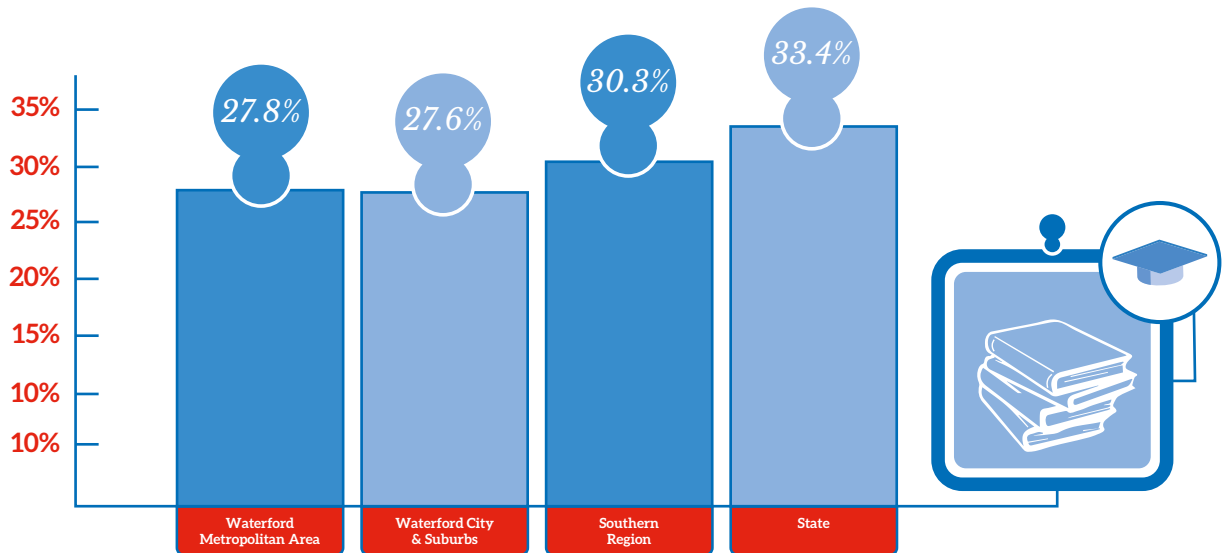
Housing Year Built



Households with Broadband



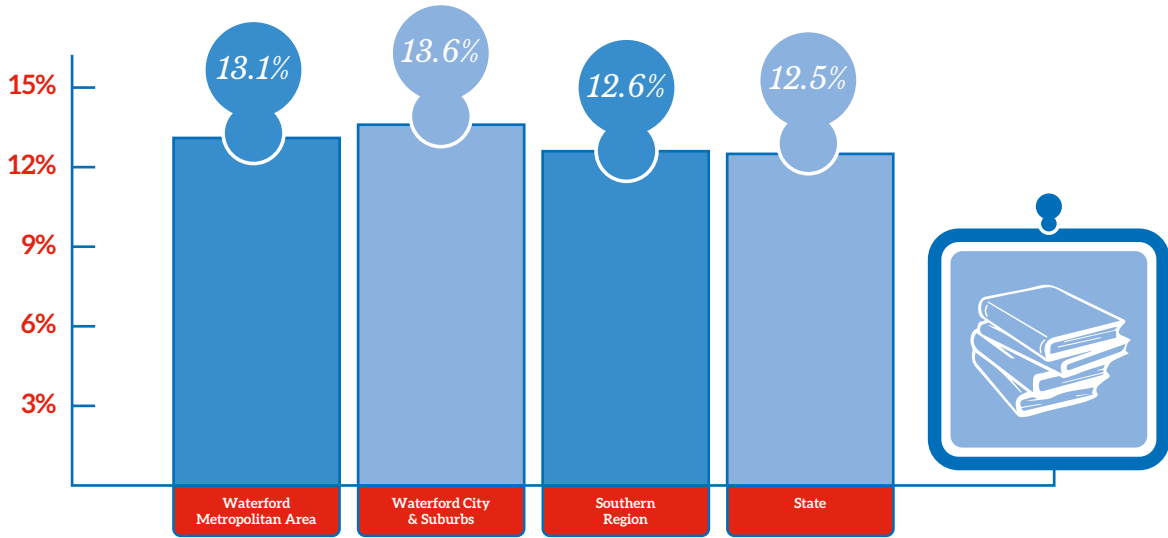
Education Attainment: All Third Level



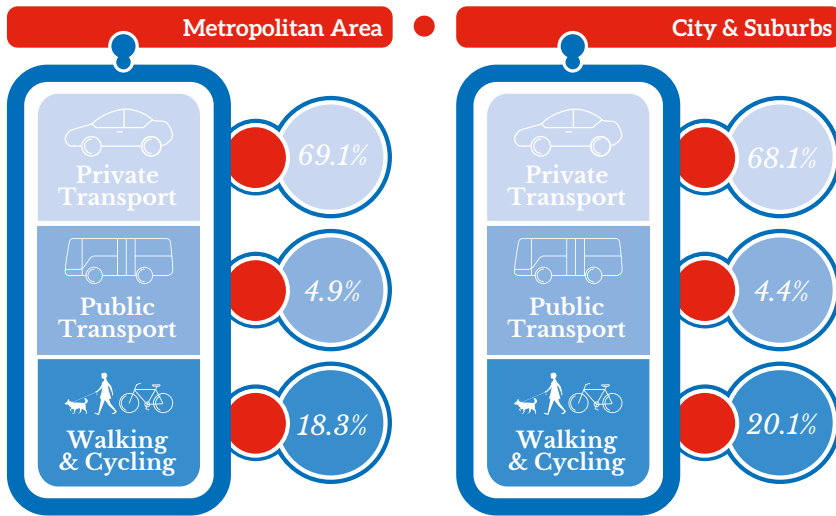
Education Attainment: Tech/Apprentice/Cert



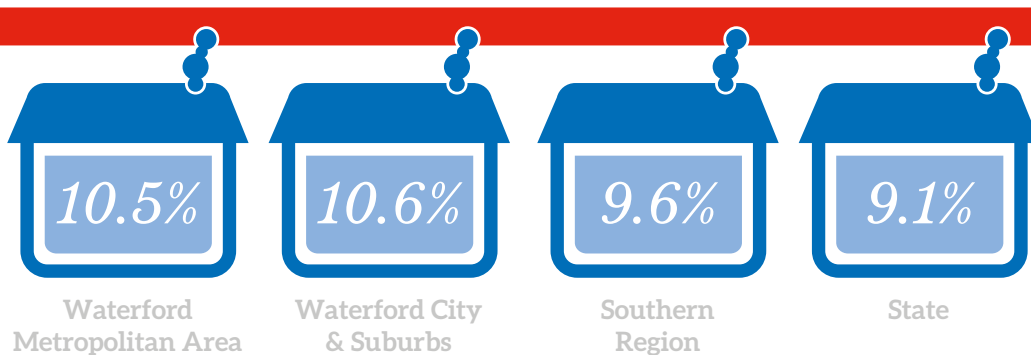
Education Attainment: No Formal/Primary



Mode of Travel to Work/Education



Housing Vacancy*



*Excluding Holiday Homes

2.1 | Attributes of the Waterford MASP area

The Waterford Metropolitan Area attributes include:

- Expanding **Population** of Waterford City & Suburbs: 53,504 in 2016;
- Part of a wider **Metropolitan Area** including Ferrybank in South Kilkenny (Pop 59,854);
- **5th Largest Employment Location** in the State;
- **Ireland's Oldest City** & Viking Centre;
- **International Gateway** to the Region with the **Port of Waterford** - Belview and **Waterford Airport**;
- **Good Connectivity with M9 Motorway to Kilkenny/Dublin, National Roads to Cork, Limerick and Wexford/Rosslare and Rail links to Dublin & Limerick**;
- Regional Centre for **Health and other public services** including University Hospital Waterford;
- Regional Centre for **Leisure and Recreation**;
- Regional Centre for **Higher Education** through **WIT** and Development of the **Technological University of the South-East (TUSE)**;
- **Innovation Hub** and **Smart City for the South-East**;
- The Waterford Metropolitan Area has **its own beach resort at Tramore** with high frequency City Bus route **Connecting the City to the Beach & Coastal Town**;
- **Gateway** to extensive **coastline**, attractive **Fishing Ports & Harbours**, **UNESCO GEOcoast** and attractive river and **upland and mountain scenery** in Comeraghs/Knockmeal Downs & long the Rivers Barrow and Suir;
- Located in **Ireland's Ancient East** & destination for Arts, Culture, Heritage & Festivals;
- Home of the Waterford Greenway.

2.2 | Signals of Confidence

The following **Signals of Confidence** are identified which support the realisation of the Vision for the Metropolitan Area and the Key **Enablers/Priorities identified. These include:**

- URDF Funding for a new bridge to link The North Quays SDZ to the City Centre and advanced proposals to develop a re-imagined urban space;
- Continued investment to improve the public realm
- in the City Centre including works to the Apple Market;
- Redeveloped Court House including associated public space and walkways;
- Investment in the Arts to develop the Waterford Cultural Quarter;
- Progress made in planning the extension of the Waterford Greenway through the City Centre to link to the Waterford – New Ross Greenway;
- Investment by Bus Éireann in a new bus fleet and improved services levels.

2.3 | Waterford – A Metropolitan Area at Work

Waterford's Daytime Working Population

Waterford City and suburbs is the fifth largest location for employment in the State. With major employment in the University Hospital, Waterford Institute of Technology (WIT), pharma industry and retail, the Waterford Metropolitan Area is a major regional employment centre and an economic driver. Of the 16,610 workers residing in the City, 21% worked elsewhere, while 11,274 workers travelled to the city and suburbs for work,

bringing the daytime working population to 24,375 in 2016. The large daytime working population is reflected in the Jobs to Workers Ratio of 1.2. According to the 2016 census, just over half of commuters to the city and suburbs are from County Waterford (5,807) with 27% from Kilkenny (2,994) and 10% from Wexford (1,145).

Education plays a significant role in the working life of the Metropolitan Area and over 10,000 students are enrolled at WIT with approximately 1000 staff employed across different campus locations in the City.

2.4 | The Waterford Metropolitan Area and the Wider Region

The **Waterford Metropolitan Area** has dynamic relationships with the wider Region and beyond requiring strengthened connectivity to realise its potential.

- International Connectivity through the Ports & Airport
- Relationship and connection to the Greater Dublin Area (GDA) – Waterford can provide capacity and alternative locations/choices
- Connection to Cork and Limerick and to the Eastern Corridor and Atlantic Economic Corridor
- Supporting role of Key Towns in the South-East
- Relationships to the Hinterland settlements

Digital connectivity is increasingly important for modern cities and further enhancement of Waterford's digital infrastructure through investment in an Internet Exchange facility at the ArcLabs Innovation Campus, with the associated data centre, is vital for the future development of the city and region's innovation economy.

Priorities for the Port of Waterford and Rosslare Europort include investment in capacity and infrastructure, including full freight rail accessibility and services using extant rail infrastructure and road upgrades to provide improved access routes to the Ports which will support sustainable development.

The growth and development of the Rosslare and Waterford Ports and the return of passenger services to Waterford Airport are key to the development of the Metropolitan Area and the major urban centres of the South-East.

Waterford, along with the other cities in the Region, will need to become alternative locations that can be considered as realistic alternatives to Dublin in order to realise the goal of Project Ireland 2040. This will create a more balanced approach to national growth, avoid the overconcentration of growth, population and economic activity in the Greater Dublin Area (GDA) and also ease development pressure and congestion in the GDA. At the same time, it is recognised that connectivity to the State's largest urban centre is also important. Waterford is well-connected by motorway to Dublin, but enhanced rail connectivity, especially between Waterford and Dublin via Kilkenny, and between Waterford and Limerick is an investment priority.

There is a network of strong urban centres in the South-East. A key relationship is with the larger Key Towns of Carlow, Clonmel, Kilkenny, and Wexford. Each benefits from proximity to Waterford, but have their own distinct function, catchment area and influence. These have capacity for significant growth and to act as critical drivers and compliment the role of the Waterford Metropolitan Area. Part of the task of implementing the RSES will be to ensure that the Key Towns can work in tandem with Waterford city to drive economic, social and cultural development across the Region, including development of networks and axis identified in Section 3.8.

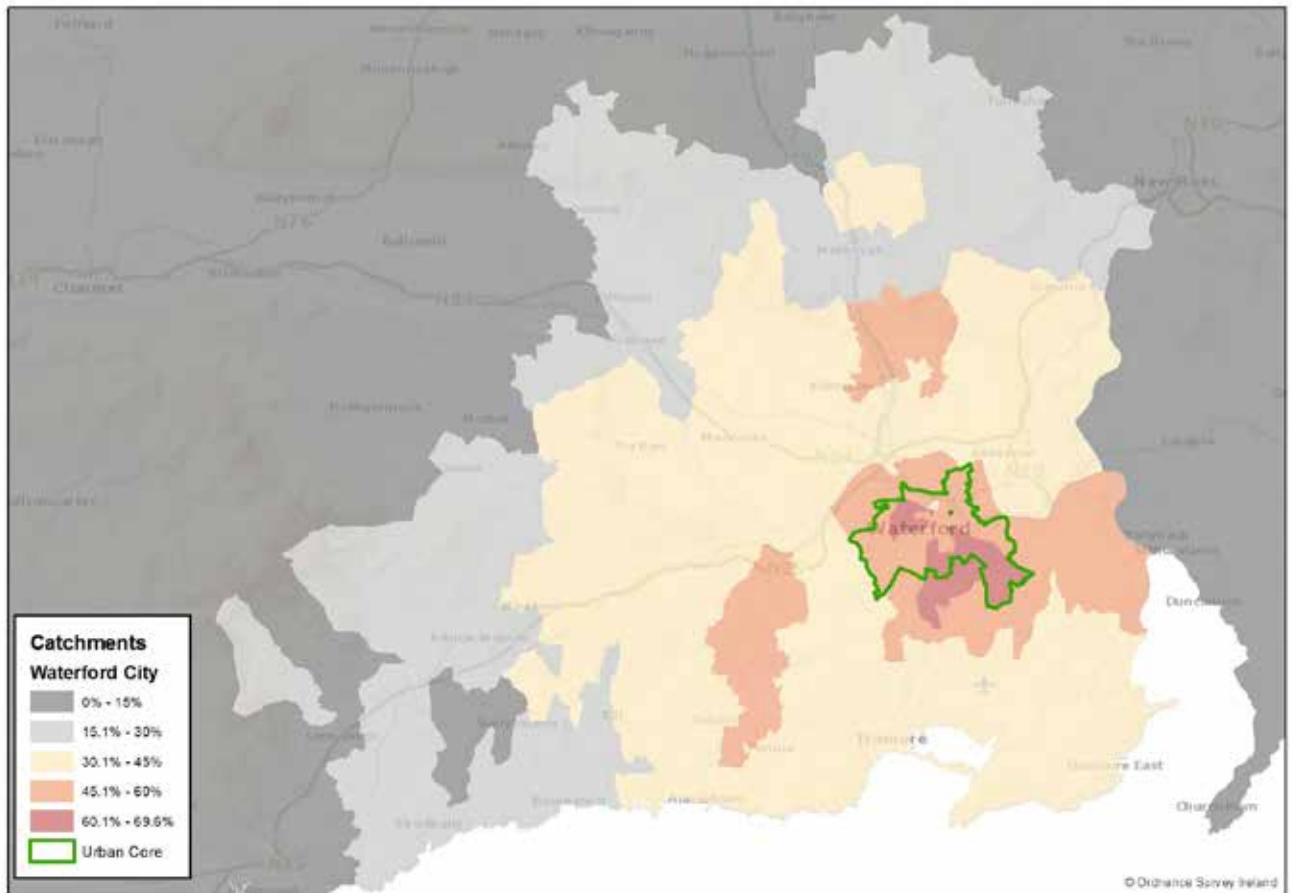
The hinterland area around the Waterford MASP area needs to be effectively managed. Sustainable growth of settlements in the Hinterland Area provides long-term options for employment and residential locations, where the towns of Carrick-on-Suir, New Ross and Tramore can be supported by sustainable transport links to the Metropolitan Area.

2.5 | Catchment Area Towns & Coast

Outside of the Waterford Metropolitan Area there is a wider catchment area where in excess of 15% of the working population travel to work in Waterford City and suburbs. Tramore, New Ross and Carrick-on-Suir have strong functional relationships to Waterford and are identified as Hinterland Towns located close to the Metropolitan Area.

There is a need to support the socio-economic development of these towns to become more self-contained in terms of employment, services and amenities. This includes opportunities to develop specialist roles for the Hinterland Towns through nurturing local enterprise growth and job creation to strengthen each town to complement the function of the Metropolitan Area.

Enhanced connectivity (transport and digital) between the Hinterland Towns and the metropolitan area is recognised as an essential enabler to strengthen these opportunities.



Tramore

The high level of commuting (40%) into the Metropolitan Area from Tramore reflects its attractive coastal location with seafront and close proximity to Waterford. It is a considerable recreational and amenity asset, with a relatively frequent bus route connecting Tramore to the City Centre. There is a low employment base in Tramore with a Jobs to Workers Ratio of 0.42 reflecting its role as a commuter town. Opportunities to improve the public realm and attractiveness of the Town Centre would support the sustainable development of the town as a place to live and work.

New Ross

New Ross is an historic port town with a population of 8,040 (2016) offering an alternative business location with an active port facility. The Town has developed as a tourist hub and is home to the Dunbrody Famine Ship and starting point for the Norman Way. The South-East Greenway linking New Ross to Waterford is under construction and due to open 2021.

The town is an important retail and service centre with its own hinterland area where a continued focus on improvements to the public realm and urban regeneration in the town centre will support rejuvenation of the town. Improved linkages to the Eastern Corridor and to Waterford are a priority with limited public transport (bus) services serving the town.

Carrick-on-Suir

Carrick-on-Suir is an historic mediaeval market town with a population of 5,771(2016). The Town is located on the main Limerick to Waterford N24 road and rail routes with bus and train services linking the town to the Waterford Metropolitan Area. The town is now the starting point for the Suir Blueway and Butler Trail with the Ormond Castle, walled town and mediaeval lanes supporting development of the town as a tourism destination.

Priorities for the town are continued urban renewal, improved public transport links to the Metropolitan Area and a focus on local job creation



Waterford MASP Policy Objective 2

Driving Regional Growth for the South-East

It is an objective to support the role of the Waterford Metropolitan Area as a primary economic driver for the Southern Region in conjunction with the Key Towns of Carlow, Clonmel, Dungarvan, Kilkenny and Wexford, to strengthen inter-regional and intra-regional connectivity (public transport, strategic road network and digital) subject to robust route/site selection and the outcome of environmental assessments and the planning process:

- a. Between the Waterford Metropolitan Area, the Port of Waterford (Belview) and the other metropolitan areas of Dublin, Limerick-Shannon and Waterford, strengthen connectivity to the Southern Region Ports, Atlantic Economic Corridor and strengthen connectivity on the TEN-T Corridor.
- b. Between the Waterford Metropolitan Area and Key Towns in the Region, especially Key Towns in the South East.
- c. Between the Waterford Metropolitan Area and the Key Towns and settlements in the Limerick – Waterford Transport and Economic network/axis and the Extended Eastern Corridor (Dublin-Belfast Corridor extending to Rosslare Europort & Network linkage to New Ross /Waterford) which include Gorey, Enniscorthy and Wexford as strategic locations on the Corridor. These initiatives will be progressed through the County Development Plan process, to support the economic spread from the Waterford Metropolitan Area and to stimulate employment led growth and regeneration across the wider region.
- d. Between the Waterford Metropolitan Area and Hinterland Towns of Carrick-on-Suir, New Ross and Tramore.
- e. It is an objective to support the socio-economic growth and continued investment, development and the enhancement of connectivity of the Waterford MASP Hinterland Towns including Carrick on-Suir, New Ross and Tramore.

3.0 | Vision and Guiding Principles

3.1 | Vision

The Vision Statement for the Waterford Metropolitan Area is:

Waterford aims to be a dynamic, concentric, modern European city of scale and significance, a UNESCO Learning City, driving national and regional growth, prosperity, innovation and creativity which is supported by focused investment in transformational rejuvenation across the Metropolitan Area, a vibrant and diverse University City with a high quality of life for all through a high standard of physical and community infrastructure and housing options, education, amenities and opportunities for employment .

3.2 | Key Enablers/Priorities to transform Waterford into a Regional City of Scale:

1. The **North Quays Innovation District** has the potential to transform the City by extending the city centre across the river into a new integrated river side quarter with sustainable pedestrian and public transport links to the historic city centre
2. **Development of Technological University for the South East (TUSE) to allow Waterford to advance as a modern European University City**, supporting, innovation, creativity and enterprise in tandem with development of Waterford as a **UNESCO Learning City**
3. Continuing to build an **attractive & vibrant city centre** will give expression to Waterford's identity as a modern, dynamic, innovative European city, enhanced through public realm and urban amenity projects, focused on streets and public spaces creating a mixed use city centre with housing, retail and cultural life;
4. **Bridging the River Suir** to develop new **North-South Connections** and support development of the Concentric City – to be progressed in a compact and sustainable manner by the integration of land-use and transportation planning, expansion of public transport services and the extension of greenways and cycleways to link existing and planned urban neighbourhoods with one another and with the City Centre;
5. **Infill and regeneration** opportunities – to be identified to intensify housing and employment development throughout city centre and inner suburban areas;
6. **Enhanced bus and rail public transport** centred on a **new transport hub** located in the North Quays Innovation District and improved road/rail network linking Waterford to Cork, Limerick, Dublin, Rosslare Europort and the East Coast will significantly improve inter-regional connectivity.
7. Investment in infrastructure to realise the full potential of the **Port of Waterford** and **Waterford Airport** will boost international connectivity for the entire region
8. **Development of University Hospital Waterford(UHW)** as a 24/7 Acute Hospital & promote Health Care to make Waterford a **Healthy City**
9. Development of new Recreational Amenity & Green Infrastructure Spaces to create a **Clean and Green City and Harbour** for the expanded City.

3.3 | Guiding Principles

The establishment of a statutorily defined Metropolitan Area for Waterford provides a new opportunity to develop the work of the Waterford and Kilkenny local authorities undertaken over previous decades and, in particular, the Waterford Planning, Land Use and Transportation Study 2004-20 (Waterford PLUTS), published in 2004.

The Waterford PLUTS

The Waterford PLUTS set out a strategy for the balanced and sustainable growth of Waterford, which proposed to bring the North Quays and the northern suburbs fully into the social and economic life of the City. The study advocated more balanced growth between the north and south sides of the River Suir. More recently, Waterford City and County Council and Kilkenny County Council have described this objective as the 'Concentric City'. The principles outlined in PLUTS have been incorporated and developed in the Waterford MASP and provide the basis for a new set of Guiding Principles to build critical mass and transform the Waterford Metropolitan Area.



Guiding Principles for the Waterford MASP

Achieving Critical Mass through a City-focused Strategy for compact growth in population and employment;

Waterford as an International Gateway supported by increased capacity and improved accessibility at the Port of Waterford & Rosslare Europort and re-establishment of passenger services at Waterford Airport;

Development of a **Balanced - Concentric City**, North and South of the river;

A living City and a Metropolitan Area with revitalised well-functioning places including large scale urban regeneration at key locations such as the North Quays Innovation District;

Accelerated housing delivery to meet housing need supported by better public services and public transport; Integration of **Land-Use and Transportation** supporting movement by sustainable transport means;

Harnessing the excellence of **Education Resources** in WIT and seeking the development of a **University in Waterford**;

Building on existing higher education infrastructure and establishment of TUSE, enhance third-level provision in the city, and expand and integrate education provision more broadly in support of the designation of the city as a **UNESCO Learning City** and a University city;

Further enhance research and innovation capability and capacity across the city and region to support development of an innovation-centred city, with a vibrant enterprise culture and support infrastructure;

Recognising the **City's People** as the heart of the City's potential and utilizing key assets, particularly the **river and estuarial location**, linkages by sea and air and the **history/heritage** and **tourist attractions** of Waterford,

Dunmore East and Tramore;

Employment density in the right places - Re-intensify employment to activate strategic employment locations to complement existing employment hubs in the city centre and near third level institutes;

Social regeneration - Realise opportunities for social as well as physical regeneration, particularly in areas with pockets of deprivation;

Future development areas - having regard to the long lead in time for planning and development, identify future growth areas that may be delivered beyond the lifetime of the RSES/MASP but within the long term 2040 horizon of the NPF. For example, enabling infrastructure such as the additional bridge crossing and the Abbey Link Road at Ferrybank to support development of lands to the north of the river for consolidation and expansion;

Metropolitan scale amenities - Provision of regional parks and Strategic Green Infrastructure including greenways/blueways along the Rivers and abandoned rail alignments;

Enabling infrastructure - Identify Infrastructure capacity issues and ensure water services needs are met by national projects. Improve sustainability in terms of energy, waste management and water conservation;

Co-ordination and active land management that focus on the development of under-utilised, brownfield, vacant and public lands;

Any new development/infrastructure should be subject to robust site and/or route selection processes, which shall address all environmental constraints and be subject to the outcome of environmental assessment and the planning process.

The future growth and ambition for the Waterford MASP is based on the principles of the Sustainable Place Framework as identified in the RSES Settlement Strategy (Chapter 3).

Waterford MASP Policy Objective 3

Investment to Deliver Vision

- a. It is an objective to identify and secure investment packages across State Departments and infrastructure delivery agencies as they apply to the Waterford MASP and secure further investments into the Waterford MASP area to deliver on the Metropolitan Area Regional Policy Objectives at Section 3.4, the Guiding Principles set out above and the seven MASP Goals at Volume 3;
- b. It is an objective to develop the Waterford Metropolitan Area as a Concentric City, with balanced and compact growth north and south of the River Suir, supported by integrated land-use and transportation;
- c. It is an objective to ensure quality infrastructure and quality of place is prioritised as an incentive to attract people to live and work in sustainable settlement patterns in the metropolitan area.



4.0 | National Enablers

The following NPF Enablers are identified for the Waterford MASP:

- Delivering 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;
- Identifying **infill and regeneration opportunities** to intensify housing and employment development throughout **city centre and inner suburban** areas;
- Enabling enhanced **opportunities for existing communities** as development and diversification occurs, particularly through employment, learning and education support;
- Progressing the **sustainable development of new greenfield areas for housing** and the development of supporting public transport and infrastructure;
- Development of the **Link Road** from Abbey Road to Belmont on the R711;
- **Smarter Travel improvements** to Abbey Road;
- **Improvement of the N29** to enable employment growth at Port of Waterford, Belview;
- **Public realm and urban amenity projects**, focused on streets and public spaces, in the existing built footprint of the Metropolitan Area – North & South in support of urban intensification;
- Enhancement of the **higher education infrastructure** through the expansion and development of Waterford Institute of Technology in the context of the Technological University of the South East, aligned with plans for the Metropolitan Area and the wider region;
- Provision of **Metropolitan wide public transport and strategic cycleway networks**;
- **Extension of the Waterford Greenway** to link WIT to the City Centre and to the Greenway linking Waterford to New Ross;
- **Enhanced regional connectivity** through improved average journey times by road and rail to Dublin, Cork, Limerick and the region's ports;
- Ensuring that **water supply and waste-water needs** are met by new national projects to enhance Waterford's water supply and increase waste water treatment capacity;
- Improving sustainability in terms of **energy, waste management and resource efficiency** and water, to include district heating and water conservation.

Evolving innovative, collaborative projects will be funded through the National Development Plan (NDP) on a competitive bid basis under the Urban Regeneration and Development, Rural Regeneration and Development, Climate Action and Disruptive Technologies funds. Delivery of projects through these funds has the potential to be transformative and assist the Waterford Metropolitan Area achieve its Vision and Objectives.

Waterford MASP Policy Objective 4

National Enablers

It is an objective to support the investment priorities as identified in the NPF and NDP for the Waterford Metropolitan Area and to seek progress and coordination between the principal stakeholders for delivery of these priorities, subject to required feasibility, planning and environmental assessment processes, enabling the Waterford Metropolitan Area to achieve its vision and objectives. Identification of suitable sites for

regeneration and development should be supported by a quality site selection process that addresses environmental concerns. The SRA will support the sustainable implementation of innovative, collaborative projects through the Urban Regeneration and Development, Rural Regeneration and Development, Climate Action and Disruptive Technologies funds within the Waterford Metropolitan Area.



5.0 | Population Projections

The NPF and Implementation Roadmap sets out projections to achieve accelerated urban growth and sets out ambitious targets for the Waterford MASP.

The NPF and Implementation Roadmap also refer to potential qualified allowances which may apply to deliver on accelerated urban growth in Metropolitan Areas⁴⁵. National Policy Objective 68 states a Metropolitan Area Strategic Plan may enable up to 20% of the phased population growth targeted in the principle city and suburban area, to be accommodated in the wider metropolitan area i.e. outside the city and suburbs or contiguous zoned area, in addition to growth identified for the Metropolitan Area.

This will be subject to:

- Any relocated growth being in the form of compact development, such as infill or sustainable urban extension;
- Any relocated growth being served by high capacity public transport and/or related to significant employment provision;
- National Policy Objective 9.

Additional qualified allowances relating to population targets provide an important mechanism in the Waterford context given the need for change to a more balanced concentric city which would require significant growth, development (and infrastructure) on the northern side of the River Suir (predominantly in Co Kilkenny) and this should be subject to review by the MASP Implementation Group.



⁴⁵. The Department have clarified that the 25% Headroom identified in the Roadmap can apply to the County Kilkenny area of the Waterford Metropolitan Area



Table 1 | Population Projections for the Waterford Metropolitan Area⁴⁶

Settlement	2016	2026	Uplift	2031 (See Note 5)	Uplift (See Note 5)
City & suburbs (Kilkenny) + 60% to 2040	5,288	6,608	1,320	7,268	660
Remainder Metropolitan Area (Kilkenny) + 30% to 2040	2,951	3,321	370	3,506	185
City and suburbs (Waterford) + 60% to 2040	48,216	60,716	12,500	66,966	6,250
Remainder Metropolitan Area (Waterford) + 30% to 2040	3,399	3,819	420	4,029	210
METRO AREA TOTAL POP. (+34,007 to 93,861 in 2040)	59,854	74,464	14,610	81,769	7,305

Notes:

1. Waterford City and Suburbs: Population 2016 53,504 as per NPF/Census 2016
2. County Population Growth as per NPF & Implementation Roadmap
3. Metro Area Pop Growth to 2040: +60% for Waterford City and Suburbs in Cos Kilkenny & Waterford as per NPF NPO 8
4. Metro Area (Remainder) in Cos Kilkenny & Waterford +30% to 2040
5. Final Projections for period 2026 to 2031 to be determined by Implementation Body



⁴⁶. The overall population projections for each county, as provided in the NPF Implementation Roadmap (July 2018), do not change in light of these MASP projections figures.

Prioritising a balanced Concentric Metropolitan Area for Waterford

The ambitious targets for over 60% population growth by 2040 seeks to build the critical mass of Waterford as a balanced Concentric Metropolitan Area, north and south of the River Suir. In the long term an increased proportion of the population will live north of the River. The steps required to achieve this Core MASP objective are both long term and short term.

Short term

In terms of physical development, the early enablers that will start the process are (a) the development of a new bridge to link the City Centre to the North Quays, (b) relocation of the railway station to a new Integrated Transport Hub on the North Quays and (c) development of the Abbey Link Road in Ferrybank. All three enablers support significant population and employment growth north of the river. All three enablers are identified in the RSES & MASP and both the New Bridge and Abbey Link Road are currently in the planning phase and could be ready to proceed in the next two years with funding.

Long Term

In order to rebalance the city, there is a need for a high degree of co-ordination across the entire Metropolitan Area. The implementation structures will need to oversee a rebalancing of overall population in favour of higher

growth and population allocations north of the River. Significant growth targets set for the overall Metropolitan Area will not impede growth or development in the city centre and suburbs south of the river.

The long terms goals include, building additional river-crossings for sustainable movement networks across the metropolitan area, increasing north-south connectivity, and creating attractive high-quality urban neighbourhoods with local amenities using LAP and Masterplan processes.

Delivery

Delivery of these goals requires the early establishment of MASP implementation structures following adoption of the RSES, a distinct multi-annual funding stream linked to the NDP, and the early development of the critical infrastructure identified as 'key change parameters' that will deliver both 'compact regeneration and growth' to deliver the NPF Strategy for Metropolitan Areas.

As required under the NPF, 50% of all new housing within Waterford City and Suburbs is to occur within the existing footprint, through brownfield, infill and regeneration. Outside of Waterford City and Suburbs, 30% of all new homes targeting settlements is to occur within their existing built-up footprints as per National Policy Objective 3 (c) of the NPF.

Refer to Chapter 9 regarding implementation of the MASP

6.0 | Integrated Land-Use and Transport

The population growth targets set for the Waterford MASP area requires that the growth and development of the Metropolitan Area is managed effectively through a strategic approach based on Integrated Land-use and Transportation.

The integrated approach will support key elements of the MASP in creating an attractive, liveable City and Metropolitan Area with a good quality of life. Key Priorities/Projects to support this approach relate to (1) Sustainable Mobility and Metropolitan Area Public Transport and also (2) Improved Regional Accessibility to/from the Metropolitan Area:



6.1 | Sustainable Mobility & Metropolitan Area Public Transport Including New Bridges/Link Roads

The publication of Transforming Waterford – A Sustainable Transport Proposal 2017 represents an important step in the development of the Connected City & Metropolitan Area with a holistic vision for public transport and improved walking and cycling infrastructure, incorporating the shared vision of a Concentric City & a Balanced Metropolitan Area.

Improvements to transport and communications infrastructure to create a more attractive, greener and better-connected Metropolitan Area include:

- Integrated Land Use and Transportation Planning supported by high quality infrastructure;
- Relocation of the **Railway Station** to the North Quays with more direct access to city centre;
- Improved connectivity between the city centre and the North Quays and wider Ferrybank area including provision of a pedestrian/public transport bridge;
- Provision of an additional Downstream Crossing to provide a link to the south bank of the River Suir in the vicinity of Maypark or Ardkeen, which would serve to create greater connectivity between lands to the North and South of the Suir, improve access to University Hospital Waterford and ease congestion on the existing crossing;
- New **Link Road** from Abbey Road to Belmont to improve sustainable connectivity;
- Development of a comprehensive **Metropolitan Area Public Transport system** (bus network) including routes from the City Centre to WIT, Waterford University Hospital, Port of Waterford at Belview and from nearby towns including Tramore. Development of sustainable travel options to support and facilitate

improved access to the City Centre, from the wider urban area, north and south of the river by walking, cycling and public transport including provision for Park and Ride facilities in tandem with a Green Route and additional cycle lanes;

- Quick, frequent and convenient bus services in the city;
- Measures to encourage Modal shift to bus and rail for commuters into the city from surrounding towns;
- The development of intergrated land-use and transportation will be supported by the preparation of a Waterford Metropolitan Area Transport Strategy.

National and Regional commitments on transition to a Low Carbon Society and to reduce greenhouse gas emissions will require the Metropolitan Area to function in a more sustainable way, including reduced emissions through Modal Shift to more sustainable means of travel for people and for freight and the development of digital connectivity to support the transformation of Waterford to a greener, more innovative and smarter city and metropolitan area.

In a compact urban area like Waterford, the objective to develop Sustainable Travel will require a strong focus on cycling and walking, making Waterford a more Walkable City.

Waterford MASP Policy Objective 5

Investment in Infrastructure & Digital Connectivity

a. It is an objective to seek investment and stakeholder co-ordination on the sustainable development of infrastructure capacity (physical, multi-modal transport networks, digital/smart, green and social/community) to enable the Waterford Metropolitan Area fulfil its role as a primary economic driver in the region subject to the outcome of environmental assessments and the planning process;

b. It is an objective to seek investment and improve quality in high speed, high capacity digital infrastructure and access for all to digital infrastructure in the Waterford Metropolitan Area;

c. It is an objective to seek investment in the initiatives of Local Authority Digital Strategies and investment in initiatives to deliver a greener, more innovative and smarter city and metropolitan area;

d. It is an objective to deliver high capacity ICT infrastructure and high-speed broadband connections internationally and to the larger urban centres and peripheral locations in the wider region.

Waterford MASP Policy Objective 6 (a)

Integration of Land Use and Transport

- a. It is an objective to prepare a Waterford Metropolitan Area Transport Strategy (WMATS) during the lifetime of this MASP with all relevant stakeholders. Transport investment requirements in the Waterford Metropolitan Area will be identified and prioritised, subject to the recommendations of the WMATS and outcome of environment assessment and the planning process including mitigation under SEA/AA as appropriate:
- b. It is an objective that Core Strategies of Local Authority Development Plans will identify the public transport corridors and nodal points on corridors in the Waterford Metropolitan Area arising from the Waterford Metropolitan Area Transport Strategy which have potential for high density development/regeneration. Core Strategies shall identify the appropriate land use zonings for these nodal points and demonstrate the effective alignment between land use and transport infrastructure planning and delivery of the NPF Compact Growth targets as they apply to the Waterford Metropolitan Area.
- c. It is an objective to achieve the National Strategic Outcomes for Regeneration through:
 - Regeneration, consolidation and growth of the City Centre, Cultural Quarter and suburbs;
 - Delivery of the North Quays Innovation District SDZ regeneration project for integrated sustainable development through the provision of supporting transport infrastructure and services;
 - Regeneration, consolidation and growth of strategic residential, employment and nodal locations along public transportation corridors;
 - Regeneration, consolidation and growth of strategic residential, employment and nodal locations along strategic bus networks corridors.
- d. It is an objective to seek sustainable higher densities where practicable at public transport nodal points.

Waterford MASP Policy Objective 6 (b)

Sustainable Transport

It is an objective to support the following sustainable transport priorities in the Waterford Metropolitan Area subject to their consistency with the recommendations of the WMATS, the outcome of environmental assessments and the planning process including mitigation under SEA/AA as appropriate:

- Relocation of the Railway Station to the North Quays Innovation District with more direct access to city centre;
- Improved connectivity between the city centre and the North Quays Innovation District and wider Ferrybank area including provision of a pedestrian/public transport bridge and proposed road bridge from The Mall to Ferrybank;
- Provision of an additional Downstream Crossing to provide a link to the south bank of the River Suir in the vicinity of Maypark or Ardkeen, which would serve to create greater connectivity between lands to the North and South of the Suir, improve access to University Hospital Waterford and ease congestion on the existing crossing. The policies and objectives outlined would assist in the realisation of objectives relating to transportation;
- New Link Road from Abbey Road to Belmont to improve sustainable connectivity;
- Development of a Metropolitan Area Public Transport system including routes from the City Centre to WIT, Waterford University Hospital, Port of Waterford at Belview and consideration of routes from strategic settlements outside the metropolitan area including Tramore, New Ross and Carrick-on-Suir. Development of sustainable travel options to support and facilitate improved access to the City Centre, from the wider urban area, north and south of the river by walking, cycling and public transport including Quick, frequent and convenient bus services and provision for Park and Ride facilities in tandem with the Green Route and additional cycle lanes;
- Measures to encourage Modal shift to bus and rail for commuters into the city and measures to support regeneration, consolidation and employment led growth of strategic settlements along the Rail Corridor from Clonmel into Waterford;
- Bus Services: Extensive bus network across the Metropolitan Area with longer operational hours and increased frequencies to encourage the significant modal shift from the private car to sustainable transportation;
- Development of new sustainable travel routes including greenways & blueways. Potential for further extensions exists which could build a metropolitan wide cycle network with the Waterford Greenway established as a sustainable economic corridor through the county;
- Development of a more Walkable City;
- Support traffic calming measures to make the Metropolitan Area safer such as shared streets and pedestrian friendly environments with wider footpaths, identification of walking routes with improved signage, creation of places and spaces to meet and rest with street tree planting;
- Development of the 10 minute city concept for Waterford to drive integration of sustainable mobility with land-use planning, zoning, transport infrastructure (particularly public transport modes) in local level planning.

6.2 | Improved Regional Connectivity to / from Waterford

The development of strong regional connectivity requires improved connectivity to the other two Metropolitan Areas of Cork and Limerick-Shannon and the Key Towns of Carlow, Clonmel, Dungarvan, Gorey, Kilkenny and Wexford in the South-East by road and rail.

Improvements to the N25 towards Cork and to the N24 road and rail link towards Limerick-Shannon will strengthen links and develop economic synergies across the Region, supporting the role of the three Cities as a strong counter-balance to the Greater Dublin Area.

Improvements to road and rail infrastructure and services along the route to Limerick-Shannon will also strengthen the Limerick - Waterford Transport and Economic network /axis and provide greater accessibility to/from Shannon Airport, Shannon-Foynes Port and to the Atlantic Economic Corridor (AEC).

Faster rail services with improved journey times and timetabling are required across the rail network in the South-East. Priorities for service improvements include the line from Waterford to Dublin via Kilkenny and Carlow and Waterford to Limerick-Shannon and the West. Investment in the rail network will support **sustainable economic development of the Waterford Metropolitan Area** and improved connectivity through the efficient use of existing transport infrastructure.

Connectivity to the Extended Eastern Economic Corridor (Dublin-Belfast Corridor extending to Rosslare Europort & Network linkage to New Ross /Waterford) is important to link the **Waterford MASP Area** to **Rosslare Europort** as a key **International Gateway** for passengers and freight. A significant upgrade to the N25 including the new bridge across the River Barrow opened January 2020 has improved linkages between Waterford and Wexford/Rosslare. Retention of the mothballed rail link from Waterford to Rosslare is vital for the future development of Rosslare Europort. Any proposals for a Greenway along this route should be configured to allow future use of the rail line.

Waterford MASP Policy Objective 7

Regional Connectivity

It is an objective to support the development of improved Regional Connectivity through development and maintenance of strategic transport infrastructure to support the sustainable development of Waterford and the South-East subject to the outcome of WMATS where applicable, appropriate appraisal, environmental assessments and the planning process.

Local Authorities and public bodies including state transport agencies shall prioritise investment in the following road and rail infrastructure subject to the outcome of environmental assessments and the planning process to deliver enhanced regional connectivity:

- a. The maintenance and enhancement of the national roads network, catering for transport demand within the Waterford Metropolitan Area, for improved inter-urban / interregional connectivity/reduced journey times and for improved access to international gateways, including Port of Waterford, Rosslare-Europort and Waterford Airport, through:
 - i. Delivery of current Government programmed and proposed national road network improvement schemes relating to the Waterford Metropolitan Area and associated inter-urban connecting roads.
 - ii. The maintenance and optimisation of the strategic road network's capacity and utility, through the implementation of appropriate demand management measures.
- b. Improvements to the Waterford -Limerick/Shannon Strategic Transport network to include upgrading of N24 and Rail line for faster journey times and improved public transport frequencies on public bus and rail services.
- c. Improvements to the Waterford -Cork Strategic Transport network to include upgrading of N25 and additional options for Park and Ride into Cork and Waterford.
- d. Improvements to the Waterford - Rosslare Europort & Wexford Strategic Transport network to include improved road and rail connectivity into Rosslare Europort from Waterford, recognising the important role of Rosslare Europort as a passenger and freight port for the Waterford Metropolitan Area and the wider Southern Region.
- e. The optimal use of the rail network, connecting Waterford at a regional and national level, in catering for the movement of people and goods including development of commuter rail services into Waterford.
- f. Retention of the Waterford -Rosslare Rail line for future freight and passenger rail connectivity to for Rosslare Europort.
- g. Measures to support Modal Change through transfer of freight from road to rail through increased use of freight sidings (or creation of new rail connections) at the ports and other locations throughout the South-East.

7.0 | Housing and Regeneration

Successful urban regeneration and placemaking can help build on the good work already done with public realm works to develop a vibrant living and working city centre at the heart of the Metropolitan Area.

Regeneration and housing initiatives also need to drive the social, physical and economic **renewal of inner-city neighbourhoods** and **compact urban development** on brownfield, under-used and derelict backland sites/locations. The two areas key to achieving these goals are (1) The **City Centre** and **inner city** and (2) **Development of the North Quays SDZ**.

Waterford MASP Policy Objective 8

Housing and Regeneration

- a. It is an objective to support the high-quality compact growth of Waterford City Centre and suburban areas, the assembly of brownfield sites for development and the regeneration and redevelopment of Waterford City Centre to accommodate residential use. The MASP will support initiatives which facilitate compact growth and which promote well designed high-density residential developments which protect amenities and in the city centre and suburban areas.
- b. It is an objective to ensure investment and delivery of comprehensive infrastructure packages to meet growth targets that prioritises the delivery of compact growth and sustainable mobility in accordance with NPF and RSES objectives.

7.1 | Develop a Vibrant Urban Centre focused on Waterford City Centre

The City Centre and inner urban areas at the heart of the Waterford Metropolitan Area will have a pivotal role in the development of the Waterford MASP area.

The city centre will give expression to Waterford's identity as a modern, dynamic, innovative European city and to its future status as a Learning City, a Smart City, and a University City.

The City Centre Management Plan identifies **opportunities for change** and actions around specific **node locations** in the City Centre. An integrated approach to develop the node locations and link them together could contribute significantly to the change dynamic for the City. Over time other nodes will be identified as the City Centre becomes more diverse and vibrant with more people living in or close to the City.

- **The Retail Node** around City Square, George Street and developing into the Apple Market area;
- **The Tourism and Heritage Node** around the Viking Triangle and The Mall;
- **The Evening and Night Time Node** around John Street and Apple Market;
- **The Cultural Node** around O'Connell Street and Garter Lane – The Waterford Cultural Quarter;
- **The North Quays Node** comprising the mixed-use development of the SDZ area – the North Quays Innovation District;
- **The Court House and Environs** – Lifting the Quality of the urban environment for a wider urban area extending out from the City Centre.

Change will be driven by the focus on making the City Centre more **Accessible, Vibrant** and **Attractive**. Funding from sources such as the Urban Regeneration and Development Fund (URDF) will support specific projects in the City Centre to drive change.

The City Centre should become more **Accessible** through:

- **New Bridges** connecting the North Quays / wider North Shore & Ferrybank area to the City Centre;
- **Relocated Railway Station** to the North Quays with more direct access to city centre on the south shore;
- Improved **access into the City Centre for City Bus Services** and improved services under the new contract with Bus Éireann with more **Bus Priority** on city streets and through neighbourhoods;
- Improved **links to the existing Waterford Greenway** and the planned Greenway to New Ross and planned cycle route to WIT.

The City Centre should become more **Vibrant** through:

- Development of the North Quays adding a mix of uses at high density and creating a new city centre quarter on the north shore of the River Suir;
- Urban Regeneration to bring under-used or derelict land and buildings in the city centre and inner areas back into residential use. Regeneration will bring back more people into the City and a mix of uses which can provide flexible spaces for business and social enterprise, as well as arts and cultural uses;
- Active Land Management in the City Centre to support the regeneration process;
- Actions to support and develop the primacy of the City Centre for Retail supported by a Joint Retail Strategy for the MASP Area between Kilkenny County Council & Waterford City and County Council;
- Actions to deliver Arts and Cultural Space in the Cultural Node and growing Festival Activity bringing more people to the City.

A Key Action is to develop A Cultural Quarter for Waterford.

The Waterford Cultural Quarter (WCQ) centred on O'Connell Street recognises the existing cultural assets of the area including the Garter Lane Arts Centre. Through a partnership approach the WCQ will drive the ongoing

regeneration of the area through cultural and mixed use development of this historic quarter of the city.

The City Centre should become more **Attractive** through:

- Ongoing Public Realm works improving the quality of the urban environment to make the City more walkable and pedestrian friendly;
- Development of Tourism and Heritage facilities around the Viking Triangle and Waterford Glass.

City Centre Consolidation and Regeneration

Priorities for City Centre Regeneration include:

- Continuation of the ongoing programme of urban renewal in city centre including improvements to public realm and greening of city centre streets;
- Continued support for a range of measures (such as the Living City Initiative) including reductions in vacancy, re-use of existing buildings, infill and site-based regeneration to provide city centre housing and refurbished floorspace for commercial, educational, cultural and other uses;
- Development of tourism sites and facilities, particularly involving the re-use of vacant property
- Infrastructure that enables improved accessibility, in particular sustainable modes such as walking and cycling, public transport and multi-modal interchange, which support city centre consolidation including roads, bridges and car parking;
- Infrastructure related to economic or skills development (including enterprise and tourism), digital and services infrastructure;
- Regeneration works that support transition to a low carbon and climate resilient society, in an urban context.



Waterford MASP Policy Objective 9

Vibrant City Centre

It is an objective to support Local Authorities and Public Bodies in seeking investment and implementation of actions to develop a vibrant urban centre focused on Waterford City Centre, including priority for investment in the infrastructure to deliver New Bridges connecting the North Quays / wider North Shore & Ferrybank area to the City Centre, Relocation of the Railway Station to the North Quays with more direct access to city centre on the south shore, improved access into the City Centre for City Bus Services, improved services with more Bus

Priority on city streets and through neighbourhoods and development of additional Greenway links through the City Centre, subject to the outcome of environmental assessments and the planning process, including:

- Support for improvements to the public realm and streetscapes.
- Investment in the culture, arts and heritage of the City Centre and wider Metropolitan Area, enhancing facilities, infrastructure, attractions and visitor experience for citizens and tourists.

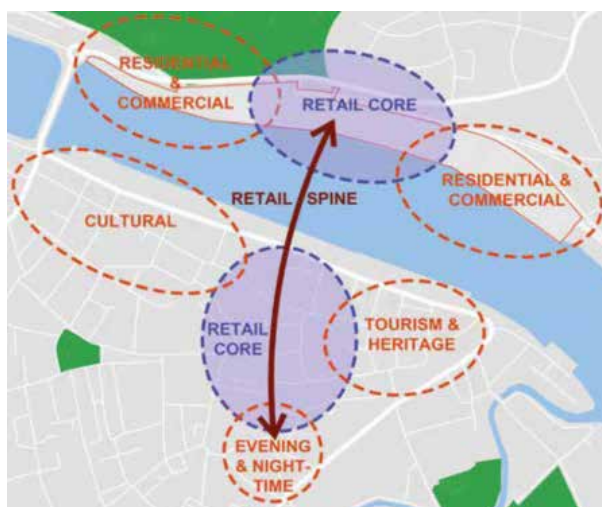
7.2 | Development of the North Quays Innovation District

Development of the North Quays Innovation District and City Centre Expansion provides an opportunity for Transformational Regeneration for Waterford and the Region through development of a modern high-quality riverside city quarter.

The North Quays Innovation District provides an opportunity to create a sustainable, compact extension to the City Centre served by an integrated multi-modal transport hub around a re-located railway station and new bridges to greatly improve access to the city centre.

The North Quays Innovation District has the potential to become a high profile destination for living, working, shopping and entertainment that will boost Waterford's profile and provide a new urban district to support integration of the Waterford Metropolitan Area north and south of the river. As an Innovation District and potential Clustering Location, it can provide a Regional focus for technological advancement and function as an urban science park.

The North Quays Innovation District (North Quays SDZ) comprise 8.23 ha and the SDZ Scheme prepared by Waterford City and County Council estimates that the site could accommodate mixed use development of c200



new housing units and potential, c150,000 sq.m of City Centre type development including retail, food, office, and c10,000 sq.m hotel and leisure.

Required infrastructure includes pedestrian and vehicular links from the North Quays to the South bank of the River Suir (averaging 220m river width), relocation of the main City Railway Station to create a new transport hub and provision of road access and internal road network to serve the area. Facilities for berthing of Cruise Ships may also be considered for the North Quays development.



Waterford MASP Policy Objective 10

Development of the North Quays

Local Authorities and Public Bodies shall implement actions to support the extension of the City Centre into the North Quays and develop a vibrant urban centre focused on the North Quays including priority for investment in the infrastructure to deliver New Bridges connecting the City Centre on the south bank of the River. All such development and infrastructure shall address brownfield and contaminated land issues and shall be subject to the outcome of environmental assessments and the planning process.

7.3 | Strategic Residential Lands

The provision of adequate residential accommodation for different housing needs and household sizes will require each local authority to identify housing needs in Development Plan Housing Strategies and to place priority on the development of Strategic Housing Locations, including lands already identified by the local Authorities below:

- North Quays Innovation District, Waterford SDZ (c200 new housing units)
- Kilbarry (LIHAF location) with a potential for 450 new housing units by 2021
- Gracedieu (LIHAF location) with a potential for 200 new housing units by 2021.
- Development of lands zoned for residential development in Ferrybank for c 850 units.
- Bilberry (former Waterford Stanley Site) 252 units
- St. John's and St. Otteran's Hospitals: 200 units
- Former Waterford Crystal Site (Student accommodation): Phase 1 delivering units for 1,000 student places thereby delivering indirectly c. 250 units back to residential market.

Waterford MASP Policy Objective 11

Strategic Residential Development

Local Authorities and Public Bodies shall support the delivery of Priority Infrastructure to support the delivery of strategic housing development in support of the overall development and planned growth of the Waterford Metropolitan Area, subject to the outcome of environmental assessments and the planning process.

8.0 | Employment and Enterprise

For the Waterford Metropolitan Area to develop its potential as an enterprising place and stronger employment location, it needs to expand its range of services and facilities to support growth in the enterprise dynamic and build critical mass into the economy.

Waterford's location on the south coast accessible to the Greater Dublin Area, to continental Europe and to Britain through the ports and airport, underlines the importance of Waterford as a Regional City of scale.



The Waterford Metropolitan Area has a diverse economic base. Industry sectors (and sub-sectors) with a strong presence include:

- **Life Sciences:** BioPharma, Pharmaceuticals, Medical Devices, Biotechnology, and Nutraceuticals;
- **ICT:** Ecommerce, VR, Cloud, IoT, Retail Tech, Device Management, AI, Data Intelligence, and Mobile Development;
- **Engineering:** Advanced Manufacturing, Engineering, Equipment Manufacturing, and Construction;
- **Financial Services:** Global business, Financial Services, Fintech, Regtech, Insurtech, and Global Payments;
- **Agri:** Agri Food and Drink, Agri-Tech, Bio-Economy, and Ingredients manufacturing;
- **Creative:** Design, Craft Industry, and TV & Film Production;
- **Tourism.**

Building Economic Resilience across the Waterford Metropolitan Area requires an ongoing commitment to ECOLC/SKWT (Eolas Comhroinnte Obair le cheile / Shared Knowledge Working Together) to ensure a partnership approach to implementation of objectives and actions. A key partner in this task is the South-East Development Office (SEDO) who along with the DBEI have published the South-East Regional Enterprise Plan (SEREP). The SEREP has a high degree of integration with the RSES and MASP in its strategic objectives and key actions and supports MASP objectives to build economic resilience and support the development of industry clusters such as the Crystal Valley Tech Cluster.

Key elements in making the Waterford Metropolitan Area a successful enterprising Economic Engine driving Metropolitan and Regional Enterprise Growth include:

- **Development of the North Quays** as an Innovation District and potential Industry Cluster for Advanced Technology (See sections 7.1 and 7.2) and as an **expanded** and **vibrant City Centre**;
- Creation of a high-quality, high-performing university of international standing, the Technological University of the South East, with a considerably expanded higher education footprint in Waterford;

- Development of the **Port of Waterford (Belview)** as a major **International Gateway**;
- The return of scheduled passenger services to **Waterford Airport** and associated investment in infrastructure;
- Invest in enterprise assets and technology to attract new enterprise and build a Smart Metropolitan Area;
- Identify and support opportunities for innovation, enhancing productivity and innovative capacity of locally trading and employment intensive sectors to drive sustainable job creation;
- Work with Industry partners, Government & enterprise agencies and TUSE through ECOLC/SKWT to strengthen the industry and employment base of the Metropolitan Area and its diversity and resilience;
- Industry clusters supported by research centres of excellence encouraging more employees/ businesses to locate and relocate to the Waterford MASP area;
- Provision of **effective supports and infrastructure** for **Enterprise & Industry**;
- Expansion of **Tourism and Retail**;
- Identification of **Strategic Employment Locations**;
- Promotion and support for social enterprise and community employment programmes, recognising the importance of funding streams such as the Social Innovation Fund.

Waterford MASP Policy Objective 12

A Smart Metropolitan Area and Strengths in Attracting FDI

a. It is an objective to seek investment in the sustainable development of initiatives of IDA Ireland and Enterprise Ireland in strengthening enterprise assets, fostering competitive locations and conditions for enterprise growth in the Waterford Metropolitan Area.

b. It is an objective to implement and develop novel technologies, build a sustainable knowledge base and engage citizens in digital transformation, while minimising the risk of digital inequalities in the Waterford Metropolitan Area.

Waterford MASP Policy Objective 13

Economic Resilience and Clusters

It is an objective to develop, deepen and enhance the economic resilience of the Waterford Metropolitan Area through creating a vibrant and diversified enterprise base, with strong, healthy, connected Eolas Comhroinnte Obair le cheile / Shared Knowledge Working Together (ECOLC/SKWT) Clusters which assist in bringing disruptive technologies and innovations to national and global markets.

In strengthening the role of the Waterford Metropolitan Area as a Regional City of Scale and primary economic driver for the region, the following projections for employment across the Metropolitan Area are provided. Projections are in accordance with a **Ratio of 1.6:1** between the population growth targets and employment growth in the region as set out in the NPF.

Table 2 | Employment Projections for the Waterford Metropolitan Area

Waterford Metropolitan Area	2019 – 2026	2026-2031
Population increase	14,610	7,305
Additional Jobs	9,130	4,565

8.1 | Technological University of the South-East (TUSE)

Waterford is the only major City in Ireland without a University. The creation of the Technological University of the South-East (TUSE) will harness the excellence of education resources, research and innovation, industry, social and community engagement in WIT and IT Carlow, and develop a new university for the City of Waterford and the wider South-East that will be a catalyst for social, cultural and economic change.

The MASP supports the development of TUSE as a necessary enhancement of existing higher education options in the Region, along with the increased recognition a University will bring to the Waterford Metropolitan Area as a University City.

The direct benefits of the development of TUSE will coincide with the wider objectives of the MASP to transform and grow the Waterford Metropolitan Area through:

- Enhanced innovation capability in the region through considerably enhanced research and innovation infrastructure in support of the regional strategy to build knowledge-intensive industry and sustainable and high-quality employment;
- Improved capability to deliver the talent pipeline to regional industry and enterprise;
- An improvement in the ability of the South East to retain existing talent and to attract new talent from overseas;
- Greater range and volume of cultural activity which is normally associated with a University City;
- Greater access to finance to fund infrastructural development on campus sites in the city;
- Greater accessibility of higher education opportunities across the city and region.

Waterford MASP Policy Objective 14

Technological University of the South-East (TUSE)

Local Authorities and Public Bodies shall prioritise the development of the necessary infrastructure and connectivity (including research and innovation infrastructure) to support the development of the Multi-Campus TUSE and support its future expansion so as to transform and grow the Waterford Metropolitan Area, subject to the outcome of environmental assessments and the planning process.



8.2 | Development of the Port of Waterford (Belview) as a Major International Gateway

The Port of Waterford is Ireland's closest multi-modal port to Continental Europe with significant capacity for growth. A Port of National Significance (Tier 2) and a Comprehensive Port on the Ten-T Network, it currently handles 1 million tonnes of bulk product (primarily Agri-Related) and 100,000 tonnes of break bulk (timber, steel).

The Port of Waterford Master Plan provides a framework to provide for future infrastructure investment requirements for enhanced capacity, which includes quay extensions, widening and deepening of shipping channels and installation of walling to reduce requirements for dredging, deeper berths at quays, and a larger turning basin.

The RSES supports development of freight rail services and facilities at the Region's ports. For the Port of

Waterford, this will require improvements to the Waterford to Limerick rail line as a key strategic freight corridor to build the Region's international connectivity. For the Port to function effectively for the State and support modal shift freight rail as part of wider climate action programmes, effective financial incentives should be provided. The Port has a significant industrial hinterland including the IDA's 55 ha Strategic Industrial landbank and the port has identified the need for further additional land and facilities to support port activity in the Master Plan.

Improvements to the N29 and the intersection close to the N25 will enable lands to be released for development and facilitate Port expansion.

Under Food Harvest 2020, the Port of Waterford will continue to be a key export point for the agri-food sector, and can support economic development through improved routes to market for SMEs and all industry sectors.

Waterford MASP Policy Objective 15

Port of Waterford

Local Authorities and Public Bodies shall support the development of the necessary port infrastructure and associated road and rail connectivity required to support the development of the Port of Waterford Belview and to support the role of the Port as an Economic Driver for the South-East, subject to the outcome of appropriate appraisal, environmental assessments and the planning process.



8.3 | Waterford Airport

Waterford Airport provides key strategic infrastructure for the Waterford MASP area and is a Gateway for the wider South-East.

Investment in a runway extension will enhance the international connectivity potential of Waterford for

Business (including multi-national companies involved in export trade), support the development of TUSE, Research and Development with international partners and provide for increased tourist traffic. The runway extension of 500m sought by Waterford Airport would significantly increase the capacity of the airport to cater for larger aircraft and more frequent flights.

Waterford MASP Policy Objective 16

Waterford Airport

It is an objective to support the further development of Waterford Airport and, in particular, the development of:

- an extension of the existing runway to accommodate larger aircraft;
- improved transport linkages and services between the airport, Waterford City and the wider South-East, i.e. roads and public transport;
- measures to encourage additional operators offering services from this location;
- the expansion and development of aviation-related industries at the airport.

In this regard, Development Plans should incorporate policies to protect longer-term flight path public safety zones and to control uses which could adversely impact on the airport's operations or the potential for new runway development and extensions sufficient to handle larger aircraft.

Local Authorities should ensure that consideration of airport-related infrastructure and facilities is informed by an adequate level of environmental assessment including assessment of potential impacts on designated European sites.

8.4 | Effective Supports and Infrastructure for Enterprise & Industry

The identification of effective supports for industry and enterprise will be critical to achieve propulsive growth of the Waterford Metropolitan Area. Improved international connectivity together with public transport links and infrastructure to Dublin and other cities will be required to support the targeted growth of Waterford.

As a Smart University city and with an objective to become a UNESCO Learning City, Waterford will be a city that will facilitate enterprise and growth through targeted, enterprise support allied to high-quality, internationally-recognised research activity with an emphasis on technology.

Investment in research capability and infrastructure is critical if these aims are to be achieved. Investment in digital connectivity, an Internet Exchange and associated infrastructure at ArcLabs would be transformative

for regional technology industries and would enhance the attractiveness of the region to high technology companies, as well as regional research capability.

The functioning of the enterprise ecosystem relies on collaboration and mutual exchange of ideas and resources. The **Eolas Comhroinnta Obair le Cheile / Shared Knowledge Working Together** (ECOLC/SKWT) Framework provides a collective approach (also known as the Quadruple Helix).

Through **ECOLC/SKWT**, actions to support enterprise and industry can be pursued including those listed below:

- Identification of diverse economic sectors with growth potential & clustering to build resilience to fluctuations in economy;
- Targeted development and supports for particular sectors to achieve the benefits of clustering, leading to a pool of skilled workers in that sector and additional job creation in specialist support services;
- Building on the existing WIT ARClabs model,

- create a network of innovation centres providing incubation space, business supports & links to training and skills development in HEIs and access to top quality research;
- Enhancing current work at WIT, expand the range of Research and Development Institutions linked to the University/WIT to support industry development;
- Support the development of a network of professional and business support services;
- Focus on the use and development of Smart City technology to assist in providing:
 - services to business;
 - energy efficiency programmes;
 - efficient environmental management and waste processes.
- Facilitate the increased diversification of available property/sites for new enterprises offering:
 - Office/Lab/ Industrial/Storage buildings

- Availability of infrastructure and services including ICT & Green Energy
- Accessible location to /within the Metropolitan Area.
- Facilitate the further development of logistics and freight handling facilities necessary for a Regional Capital;
- Further develop the Regional Port with commercial shipping providing strong export links to trading partners;
- Identify measures to promote Green Energy;
- Facilitate the consolidation of the city as a 'Tech-Hub' location.

The global dynamics of a healthy enterprise culture and the ability to respond rapidly to changes in the business environment requires access to global markets, people and resources and emphasises the importance of international and digital connectivity for the Waterford Metropolitan Area.

Waterford MASP Policy Objective 17

Enterprise Supports

- a. It is an objective to support the existing educational facilities in the Waterford Metropolitan Area as critical drivers of economic development and the fostering of an innovative, knowledge-based economy for the Metropolitan Area.
- b. The MASP recognises that the Ireland South-East Development Office and the South-East Regional

Skills Forum works collaboratively with all the agencies, focusing on key actions and opportunities that the Waterford Metropolitan Area can offer in terms of employment generation and the fostering of the knowledge-based economy. It is an objective that the Ireland South-East Development Office and the South-East Regional Skills Forum continue their work to deliver significant benefits to the Metropolitan Area and the South-East.



8.5 | Tourism and Retail

Tourism

Waterford's physical and cultural attributes in the historic core of the City have been enhanced with high quality public realm works and the development of new visitor attractions such as the Waterford Treasures Mediaeval Museum and the House of Waterford Crystal in the Mall.

Key actions to build the tourism sector include:

- Support for further development of the Waterford experience centred on the Viking Triangle and Waterford Crystal Visitor Centre;
- Support continued investment in the public realm and improvements associated with development of a more Walkable City;
- Development of the Waterford Cultural Quarter;
- Extension of the Waterford Greenway through the City Centre and across the river to link with the

- proposed Waterford – New Ross Greenway;
- Improved access to the River Suir and Waterford Harbour through, for example, sustainable tourism initiatives and opportunities for boat trips and sailing;
- Development of regional scale public open space linked to development of green infrastructure.

The RSES supports the further development of the Ireland's Ancient East brand and actions for the Visitor Economic Development Plan for the Region.

Waterford MASP Policy Objective 18

Tourism

- a. It is an objective to support investment in infrastructure, including increased capacity of road, rail, ports and Waterford Airport to maximise the potential of tourism subject to the outcome of environmental assessments and the planning process.
- b. It is an objective to support the Waterford Metropolitan Area as a tourism destination. This will

require the promotion of the tourism assets in the South-East, which include, inter alia, Ireland's Ancient East, the Munster Vales, greenways, blueways, and other significant tourist locations in the South-East, subject to the outcome of environmental assessments and the planning process.

- c. It is an objective to ensure collaboration between Local Authorities and tourism agencies to develop attractions as part of Ireland's Ancient East Brand.

Joint Retail Strategy

Waterford faces similar challenges to other large urban centres due to the increased spend on online retailing. The Retail Planning Guidelines published in 2012 states that 'Joint or Multi-Authority Retail Strategies must be prepared' for urban areas and identifies Waterford and Counties Kilkenny, Tipperary and Wexford as the planning authorities which should participate in the preparation of the Joint Retail Strategy.

The MASP will support the continued public realm improvements to the city centre including development of a more walkable city centre, improved access by public transport including development of the new transport hub and development of digital technologies to support and attract consumers to a unique retail experience.

Waterford MASP Policy Objective 19

Retail

- a. Within one year of adoption of the RSES/MASP a Joint Retail Strategy shall be prepared for the Waterford Metropolitan Area in accordance with the Retail Planning Guidelines. The Joint Retail Strategy shall include – inter alia- the defined area of the Core City Shopping Area, the location of Suburban or District Shopping Centres and a map to indicate sustainable travel routes to/from each shopping area, which prioritise cycle and pedestrian access over cars.

- b. It is an objective to protect and enhance customer experience of visiting Waterford City Centre through facilitating a mixed expansion of services including high order comparison retailing in conjunction with service, cultural and entertainment facilities in the wider City Centre including the Cultural Quarter" and the heritage experience available in the "Viking Triangle as well as appropriate and sensitive redevelopment and infill development.



8.6 | Strategic Employment Locations

The following Strategic Employment Locations have been identified in the MASP area.

1. Waterford City Centre including the Viking Triangle
2. North Quays Innovation District
3. Port of Waterford - Belview
4. The Belview Port Industrial area & associated IDA site. The Port at Belview is a strategic national, regional and county asset with good road and rail links. The role and status of the port nationally and regionally and its industrial land capacity should be strengthened to support and promote a balanced multi-modal freight transport policy that safeguards the importance of rail transport as a means of access to the Port.
5. Waterford Airport and Business Park - significant potential for the development of Waterford and the South East, in terms of accessibility, supporting economic development and tourism. Lands are zoned at this location to facilitate the development and expansion of the Airport as 'Airport Area'
6. The Research and Innovation Centre at WIT's Carriganore Campus
7. IDA Business and Technology Park on the outskirts of Waterford city. In the context of the MASP there are potential synergies between the WIT ArcLabs Carriganore campus and the IDA Business and Technology Park located nearby with a view to creating an extended Knowledge Campus in support of innovation-centred industry
8. Former Waterford Crystal Site on the Cork Road,
9. Waterford Cultural Quarter centred on O'Connell Street

Waterford MASP Policy Objective 20

Strategic Employment Locations

Local Authorities and Public Bodies shall support the development of the identified Strategic Employment Locations and other potential sites/locations and provision of associated transport and services necessary to support the overall development of the Waterford Metropolitan Area, subject to the outcome of environmental assessments and the planning process.

9.0 | Environment

9.1 | Recreational Amenity & Parks for the Expanding Metropolitan Population

The planned unprecedented growth of the Waterford Metropolitan Area will see increased demand for access to sporting and recreational amenities, parks and open spaces. Development of new regional parks and recreation areas in the Metropolitan Area is essential to provide an attractive Metropolitan Area with a high quality of life.

High-quality green and blue spaces are important not just for nature, but for health and wellbeing, particularly in the context of an increasingly urban society and increasing settlement densities⁴⁷. There is a need to strategically plan for Green and Blue infrastructure in the Waterford Metropolitan Area, particularly considering climate action strategies and plans. This is important in the context of the transformative changes that will take place in the Waterford Metropolitan Area. Natural and semi-natural assets should be recognised as ‘infrastructure’ and these assets will only continue to provide us with these benefits if we actively plan, invest in and manage them to ensure that they are utilised sustainably. Green and blue infrastructure brings considerable value to the Waterford Metropolitan Area. The better integration of biodiversity into economic and development decisions will ensure better projects and will mitigate against unforeseen negative climate change consequences.

As set out in Chapter 5 of the RSES, the incorporation and consideration of an ecosystem services approach can lead to significant enhancements in relation to planning policy and decision-making. An ecosystem services approach can be a major catalyst in bringing the different pieces of the jigsaw together while assisting us all to better understand and articulate the potential positive outcomes.

A Metropolitan Open Space, Recreation and Greenbelt Strategy shall incorporate the following requirements:

- Seek investment in green infrastructure and green amenities to achieve international best practice and invest in delivering a parks, recreation and amenity strategy for the Waterford Metropolitan Area. This should include the identification of a location for a **Regional Scale Park** within the Waterford Metropolitan Area as well as the development of neighbourhood parks and open spaces and Greenbelt area. This should include development of a network of linier walks/cycleways and open spaces throughout the Metropolitan Area and links between residential areas;
- Development of an Integrated Framework Plan for the **Sustainable Development of Waterford Harbour**, in order to harness the economic and recreational potential and protect the environmental qualities of the area for all users.



⁴⁷. Ireland's Environment - An Assessment, EPA (2016)

Waterford MASP Policy Objective 21

Metropolitan Open Space, Recreation and Greenbelt Strategy

It is an objective to achieve a healthy, green and connected city and metropolitan area through preparation of a Metropolitan Open Space, Recreation and Greenbelt Strategy. This will require co-ordination between relevant stakeholders to deliver the sustainable development of parks, recreation and high quality public open space in the Waterford Metropolitan Area, subject to the outcome of environmental assessments and the planning process.

The Metropolitan Open Space, Recreation and Greenbelt Strategy may include, inter-alia:

- a. development of a Metropolitan Open Space, Recreation and Greenbelt Strategy in co-ordination between Waterford City and County Council, and Kilkenny County Council and relevant stakeholders to deliver a network of Blue -Green Infrastructure - parks, Greenway and Blueway corridors, natural areas and habitats, functional spaces relating to flooding and drainage and pedestrian and cycling connections between metropolitan settlements. This shall include support for Greenway Extensions to WIT and New Ross.
- b. investment in green infrastructure and green amenities to reach international best practice and

invest in delivering a parks, recreation and amenity strategy for the Waterford Metropolitan Area.

- c. identification of a location for Regional Scale Park within the Waterford Metropolitan Area as well as the development of neighbourhood parks and open spaces
- d. development of a Metropolitan Greenbelt Strategy in co-ordination between Waterford City and Kilkenny County Council and relevant stakeholders.
- e. Development of an Integrated Framework Plan for the Sustainable Development of Waterford Harbour, in order to harness the economic and recreational potential and protect the environmental qualities of the area for all users
- f. support and encourage recreation and tourism opportunities represented by the extensive shore line, the potential to create new walkways by linking existing areas of open space and woodland and the opportunity to develop the abandoned railway line between Waterford and New Ross as a Greenway for cycling and walking, subject to the protection of natural heritage including the European sites (the Lower River Suir cSAC (Site Code 002137) and the River Barrow and River Nore cSAC (Site Code 002162).

The challenges of climate change and the transition to a low carbon society are a key component of the RSES and relevant objectives are set out in Volume 1, particularly in Chapters 2 and 5. Responding to these challenges will be particularly relevant to the MASP and the Guiding Principles for the Waterford MASP seek to develop a balanced, compact and sustainable Metropolitan Area through integrated land use and transport planning based on support for sustainable transport modes.



10.0 | Social Infrastructure

The projected growth and development of the Waterford Metropolitan Area will require the development of community, education, health and social services and infrastructure commensurate with the needs of a much larger population.

Additional investment is required in the short term to address legacy issues associated with social and economic deprivation. For Waterford to develop as a Learning, Welcoming and Socially Inclusive Metropolitan Area, priority areas for investment in health provision, education and social cohesion and diversity have been identified and are set out below.



10.1 | University Hospital Waterford

The vision for the Waterford Metropolitan Area requires the development of Health Services appropriate to the future size and scale of the Waterford Metropolitan Area and wider South-East.

The *National Development Plan Strategy 2018-2027* identifies University Hospital Waterford (UHW) under its Strategic Investment Priorities and development of UHW should be prioritised as a centre of excellence for the South East.

Waterford MASP Policy Objective 22

University Hospital Waterford (UHW)

It is an objective to support the development of University Hospital Waterford as a centre of excellence for the South East capable of providing high quality health care for the expanding population of the Metropolitan Area and wider South-East, subject to the outcome of environmental assessments and the planning process. The Regional Assembly will support the development of additional Acute Care Services and additional health services/facilities as identified in the National Development Plan Strategic Priorities and provision of a Second Cath Lab Facility.

10.2 | Development of the Learning City Approach for Waterford Metropolitan Area

The MASP is informed by a strong commitment to making Waterford an inclusive, innovative city. In this context, the MASP commits the City to seeking designation as a UNESCO Learning City, in common with partner cities in the Region. The linguistic diversity of the Metropolitan Area, including the Irish language, is recognised as an asset which can contribute to and enhance innovation potential.

Development of the Learning City approach will require:

- Co-ordination across all educational providers in the city to ensure inclusive learning is promoted at all levels and in all communities;
- Recognition of the value of linguistic diversity including Irish/Gaeilge in the Metropolitan Area and its potential for contribution to a Learning City and wider innovation potential;

- Promotion and support for the visibility of Irish/Gaeilge across the Metropolitan Area including in all signage and prioritise investment in educational and social infrastructure to support Irish/Gaeilge as a community language;
- Developing a Learning City strategy to guide all agencies;
- Investing in technology to facilitate inclusive learning;
- Fostering a culture of learning across the major public service organisations in the city and all employers;
- Supporting a network of innovation centres providing incubation space, business supports & links to training and skills development in HEIs;
- Targeting supports for education and training in areas of critical mass and future potential.

The enhancement of higher education provision in the city through the development of the Technological University of the South East is critical to the achievement of the goals associated with Learning City designation.

Waterford MASP Policy Objective 23

Lifelong Learning and Skills

It is an objective to support measures to develop Waterford as a UNESCO Learning City, including community education initiatives and support for lifelong learning and skills training, recognising the requirements for accessible Irish Language Learning for children and adults and linguistic diversity in a multi-cultural society through the development of the necessary infrastructure and facilities, subject to the outcome of environmental assessments and the planning process.



10.3 | Working for Social Cohesion and Diversity across the Metropolitan Area

Social cohesion is fundamental to the success and attractiveness of any city. Urban and social deprivation, relatively high levels of unemployment, poverty, poor quality housing and environments are evident in data for Waterford (Southern Regional Assembly Socio-Economic Baseline Reports, prepared by AIRO) and require targeted interventions to address these issues and rebuild communities, such that they can experience a good quality of life and contribute to the success of the City.

The AIRO Reports highlight the situation in 2016, where the Pobal HP Development Index found the highest level of deprivation in the South-East in Waterford and in particular City South and for City West. These locations are identified as RAPID areas and require a targeted focus for their social and economic development. Educational attainment is also below the South-East average in Waterford City and suburbs.

Diversity

Waterford is a culturally diverse city, reflected in the diversity of new communities and languages spoken in Waterford. Waterford is also home to a Gaeltacht at Rinn Ua gCuanach (Ring) and An Sean Phobal (Old Parish) and connections to the Gaeltacht is another dimension to diversity in the City.

To become more **Inclusive** by 2031, key areas for action and further research/policy development are identified:

- Recognise the diversity and vibrancy of new communities in Waterford and the positive contribution of multi-cultural communities

to the social, cultural and economic life of the Metropolitan Area;

- Identify areas where there is acute housing need and requirements for additional resources for education, community and social infrastructure;
- Provide for an enhanced Regional role for University Hospital Waterford (UHW);
- Identify measures to improve access and connectivity from neighbourhoods to employment;
- Identify key environmental improvements which can support regeneration of the city and improve quality of life;
- Measures to address urban deprivation and poor-quality housing/lack of social housing;
- Targeted support to communities where there has been historically low educational attainment;
- Improvements to the physical urban environment in terms of public realm, improved green areas, provision of play facilities and the greening of the City with street tree planting to a high standard;
- Improved access to social and health services;
- Provision of adequate community infrastructure to support neighbourhood facilities (such as childcare) and support services to families;
- Improved public transport services to improve access and connectivity from disadvantaged neighbourhoods to employment locations;
- Provision of community services for ethnic minorities and travellers;
- Urban regeneration and rejuvenation of areas with high levels of dereliction and underutilised land, particularly in inner urban areas;
- Targeted measures to address housing need and provide for community and social infrastructure, improved education and training facilities in disadvantaged neighbourhoods;
- Continued support for 'Healthy Waterford' as member of the WHO European Healthy Cities Network;
- Initiate projects associated with UNESCO Learning City designation in support of greater educational access and participation.

Waterford MASP Policy Objective 24

Social Inclusion

It is an objective to support and seek investment in delivering the actions and stakeholder initiatives in the Local Economic Community Plans (LECPs) to strengthen community infrastructure and promote social inclusion and diversity for all citizens across all of our communities, supporting integration between established communities, new communities, refugees and asylum seekers. All actions and initiatives shall be subject to the outcome of environmental assessments and the planning process.

Waterford MASP Policy Objective 25

Healthy Cities

It is an objective to support the role of Waterford as a WHO Healthy City and seek investment in the delivery of recreation, environmental improvements, active travel and health services infrastructure that retains and improves on the Healthy City status, in support of Healthy Waterford, subject to the outcome of environmental assessments and the planning process.

Waterford MASP Policy Objective 26

Community Infrastructure

Community infrastructure including health and education shall be retrofitted where improved facilities are needed for existing communities and shall be provided in tandem with future population growth. An interagency approach to promoting social inclusion is central to the Waterford MASP of which Lifelong Learning and Healthy City initiatives are essential components, subject to the outcome of environmental assessments and the planning process.

Waterford MASP Policy Objective 27

Regeneration of Disadvantaged Areas

It is an objective to seek continued investment in initiatives that achieve the physical, economic, social and environmental regeneration of disadvantaged areas in the City and Metropolitan Area and, in particular, supporting the ongoing regeneration of the Waterford RAPID areas, subject to the outcome of environmental assessments and the planning process.





Appendix 1

Section 3.4 of the RSES –
Strategic Role and Regional Policy
Objectives for the MASPs'

3.4 | Cities – Metropolitan Areas

The strategy for the development of the Region is built on the pillars of our three cities, each incorporating more than one local authority within their metropolitan areas. The RSES includes Metropolitan Area Strategic Plans to ensure coordination between local authority plans.

A key component of the RSES is about building partnerships and a collaborative approach between the cities and metropolitan areas to realise combined strengths and potential, and to support their development as a viable alternative to Dublin.

Our cities need sustainable planning to ensure that they can absorb a significant scale of development, retain their essential character and ensure quality of life. Compact urban settlements, efficient public transport networks and the provision of essential physical and social infrastructure is required in tandem with achieving projected growth. Responding to the radical change and growth required by the NPF and the RSES will be a major challenge for our cities and metropolitan areas.

Each city has unique strengths and opportunities. Each one is a major centre of employment, has a third-level education presence, healthcare structures, accessible public transport, and interregional road networks and is linked with international gateways of airports and ports. Cork through the Cork Area Strategic Plan (CASP) has an established (non statutory) metropolitan and cityregion planning framework. The newly emerging metropolitan frameworks in Limerick-Shannon and Waterford provide a significant combined proposition for effective regional growth and, at national level, an effective counterbalance to the Greater Dublin Area.

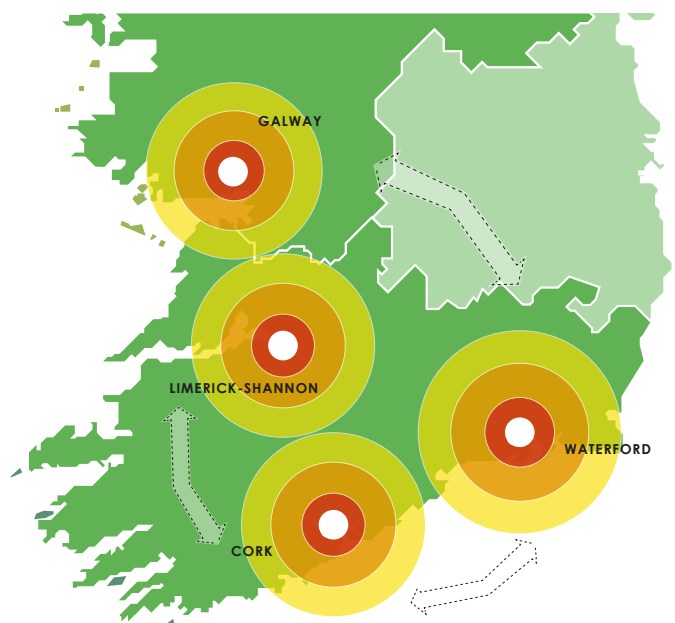
The three cities have extensive areas of influence, as demonstrated by the catchment zone map. The MASPs address these areas for each city and metropolitan area, included in Volume 2. A summary of each MASP is set out in the following pages.

RPO 6

Collaboration between Metropolitan Areas

It is an objective to establish a collaborative intra-regional partnership approach between the Region's metropolitan areas of Cork, Limerick-Shannon, Waterford and a similar inter-regional approach with the Galway Metropolitan Area in the Northern and Western Region, that they are prioritised in line with the NPF's strategic objectives and population targets, for focused and long-term investment as economic engines to ensure regional parity. The three metropolitan areas will lead together in partnership to harness their combined potential as viable alternatives to the unbalanced growth of Dublin.

Map 3.2 | Collaboration Between Metropolitan Areas



The following objectives will apply for each MASP:

RPO 7

Delivery and Funding

It is an objective to:

- a. Support sustainable delivery of the Strategic Investment Priorities identified by the NDP for the Cork, Limerick-Shannon and Waterford metropolitan areas and progress co-ordination between the principal stakeholders for delivery to achieve the vision and objectives identified in each MASP.
- b. Promote the sustainable implementation of innovative, collaborative projects through the Urban Regeneration & Development, Rural Regeneration & Development, Climate Action, and Disruptive Technologies funds within the Cork, Limerick-Shannon and Waterford Metropolitan Areas.

RPO 8

Investment to Deliver on the Vision for Metropolitan Areas

It is an objective to:

- a. Identify investment packages at national level as they apply to the Cork, Limerick-Shannon and Waterford MASP areas, and seek further investments for each to deliver on the seven Metropolitan Area Goals;
- b. Prioritise the delivery of compact growth and sustainable mobility in accordance with NPF objectives;
- c. Ensure the investment in and delivery of the Sustainable Place Framework within each MASP area, delivering quality of place attributes as an incentive to attract people to live, work and visit.

RPO 9

Holistic Approach to Delivering Infrastructure

It is an objective to ensure investment and delivery of comprehensive infrastructure packages to meet growth targets that prioritise the delivery of compact growth and sustainable mobility as per the NPF objectives including:

Water services, digital, green infrastructure, transport and sustainable travel, community and social, renewable energy, recreation, open space amenity, climate change adaptation and future proofing infrastructure including flood risk management measures, environmental improvement, arts, culture and public realm.



Compact Growth in Metropolitan Areas

To achieve compact growth, the RSES seeks to:

- a. Prioritise housing and employment development in locations within and contiguous to existing city footprints where it can be served by public transport, walking and cycling.
- b. Identify strategic initiatives in Local Authority Core Strategies for the MASP areas, which will achieve the compact growth targets on brownfield and infill sites at a minimum and achieve the growth targets identified in each MASP. Such strategic initiatives shall comply with MASP Goals to evolve innovative approaches for all MASPs. Initiatives may include:
 - Support the creation and role of Active Land Management Units with a remit to focus on the metropolitan areas and compact growth targets;
 - Tier 1 (Serviced Zoned Land) and Tier 2 (Serviceable Zoned Land) to be identified as part of the review of the City and County Development Plans in the Region;
 - Partnerships with the Land Development Agency to progress housing and employment delivery in city and town centres, focusing on co-ordinating and developing large, strategically located, publicly-owned land banks, reducing vacancy and increasing regeneration of key sites;
 - Support the role of the local authority as a development agency to kick start regeneration processes;
 - Initiatives that facilitate the regeneration of derelict buildings and vacant sites for the provision of high-quality, environmentally friendly Nearly Zero Energy Building (NZEB) affordable housing;
 - Strategic land reserve initiatives;
 - Deliver design briefs for strategic sites;
 - Seek design competitions for key strategic sites that deliver greater density, mixed uses where appropriate, sustainable design, smart technology, green infrastructure and public gain through good design;
 - Active land management within designated site specific regeneration areas under the Urban Regeneration and Housing Act 2015, and other locations in need of renewal, including the use of site briefs and masterplans for a design led approach to renewal;
 - The identification of public realm and site regeneration initiatives which combine, on an area wide basis, opportunities for regeneration of private owned underutilised sites, public owned underutilised sites, private and public buildings and upgrade of parks, streetscapes and public realm areas;
 - Creation of continually updated databases identifying brownfield, infill sites, regeneration areas and infrastructure packages to enable progress towards achieving compact growth targets. Through active land management initiatives, identify strategic locations for residential growth responding to the growth targets and achievement of compact growth and employment growth.



WATERFORD

MASP

Introduction

Waterford is the largest urban centre in the South-East and the State's fifth largest city and is unique in having a network of large and strong urban centres in close proximity. A port city, it has a diverse industrial and commercial base and has the fifth largest employment base in the State.

The attributes of the Waterford Metropolitan Area are its people, its history as Ireland's oldest city, its maritime location and connections, and its function as the main urban centre in the South-East for business, education, healthcare, retail, leisure and wider public services. The vision for the Waterford MASP is to develop a concentric city both north and south of the River Suir (including areas within County Kilkenny). Development of educational resources and a university in Waterford, recognising the City's people as the heart of its potential, is key to the vision for the Waterford MASP.

Integrated Land Use and Transportation

The Waterford Metropolitan Area Transport Strategy which follows the RSES will be instrumental in the regeneration and transformation of Waterford. The development of a concentric city including north of the River Suir - the North Quays and other key locations will be supported by integrated transport investment to create an attractive, liveable city, connecting city and suburbs and building north-south linkages.

Housing and Regeneration

The Waterford MASP identifies key housing locations including city centre regeneration areas, development of the North Quays, development of under-used land and buildings in inner urban areas and new residential development within and adjacent to the existing built-up area. The MASP will require the provision of public and private housing to meet the diverse needs of a growing and changing population.

Employment and Enterprise

The MASP identifies strategic priorities which have the capacity to bring about transformational change including, development of the Technological University of the South-East (TUSE); development of the North Quays Innovation District as part of a strategy for an expanded and vibrant city centre; improved international connectivity through the port and airport; expanded capacity of University Hospital Waterford (UHW);

improved regional connectivity to/from Waterford and sustainable mobility across the metropolitan area; enhanced innovation and enterprise supports and infrastructure.

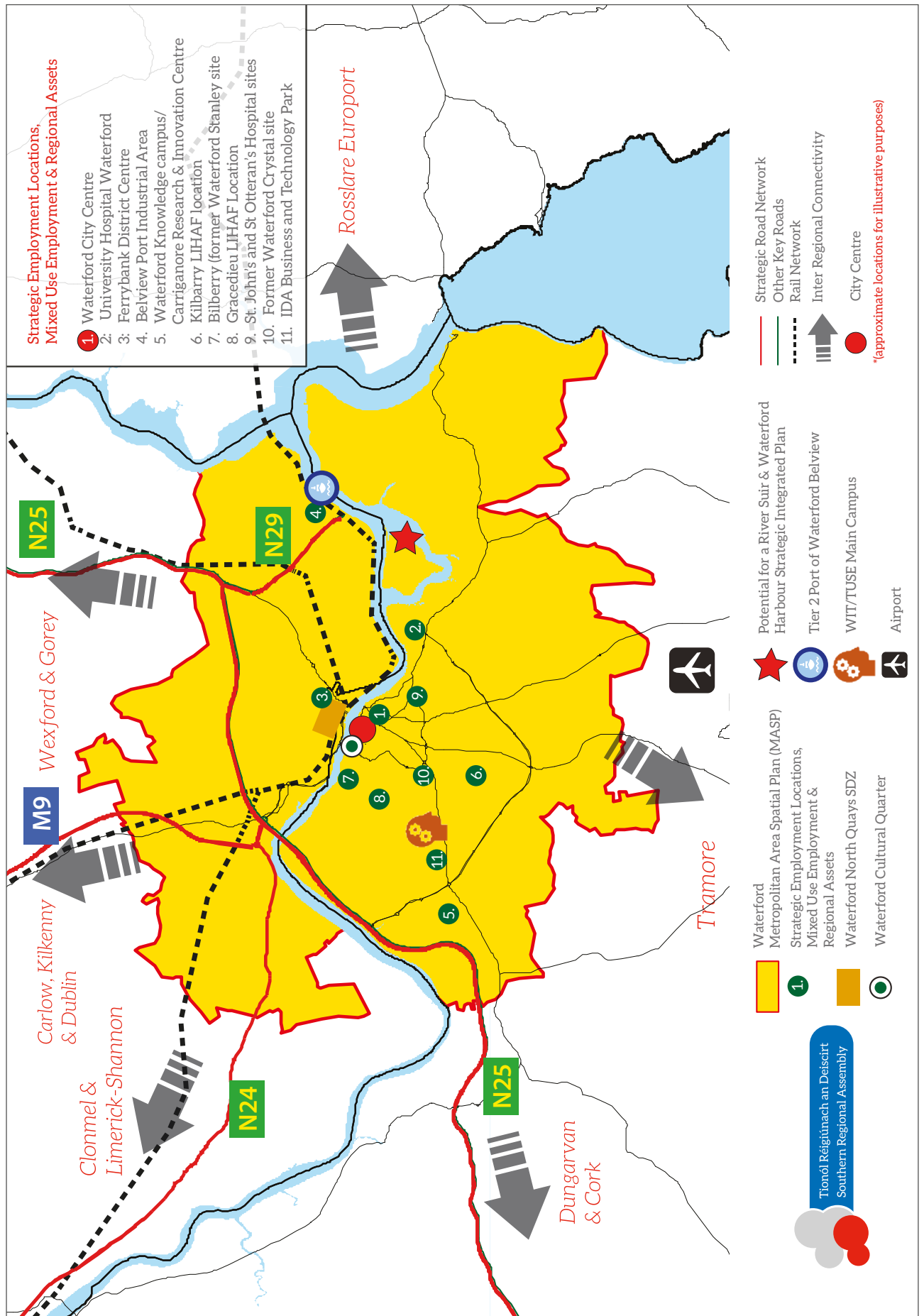
Environment

The Waterford MASP seeks to protect and enhance the natural environment and provide for the recreational and amenity needs of an expanding population through a focus on provision of public open space, green infrastructure and access to the River Suir and Waterford Harbour.

Social Infrastructure

The MASP supports ongoing collaboration with regional stakeholders in education, health and community sectors to advance social and economic development, improve educational opportunity and skills development and to ensure adequate resourcing for University Hospital Waterford and public health services.





Appendix 2

*MASP Related Strategic Goals
Contained in the RSES
(this is Appendix 3 of the RSES)*

The following goals are set out and apply to each of the Region’s metropolitan areas.

Goal 1 | Sustainable Place Framework

The future growth and ambition for each MASP will be based on the principles of a **Sustainable Place Framework**. This framework reinforces the positive relationship between the city centre, metropolitan area and wider region as complementary locations, each fulfilling strong roles. It positions quality place making at the core.

This goal seeks:

- Vibrant living and working city centre at the heart of a thriving metropolitan area and region;
- Social, physical and economic renewal of inner city neighbourhoods;
- Compact urban development, achieving brownfield and infill targets through innovative design approaches to appropriate density and height;
- Provision for diverse residential accommodation types to accommodate the needs of different groups in society including older age cohorts;
- Network of compact metropolitan settlements and employment areas offering quality residential and working choices, interconnected with sustainable public transport, pedestrian and cycling networks;
- A metropolitan area complemented by a network of connected regional settlements, fulfilling strong population and employment roles for their rural hinterlands;
- Enhancing the quality of our existing places through retrofitting a high standard of infrastructure, services and amenities that improve the liveability and quality of place in existing settlements and communities, especially locations that experienced significant new population growth in the past (such as metropolitan towns) and existing areas experiencing positive growth (such as city centre neighbourhoods);
- Achieve mixed use “five-minute” or “ten-minute” sustainable city and town models where short travel time and ease of access via sustainable travel modes is achieved between where we live, work, access services, access recreation and amenity inter alia;
- Seek infrastructure led development where housing and job provision is integrated with high standards in sustainable transport, social and community infrastructure, quality public realm, recreation and amenities;
- Targeted urban regeneration measures to address dereliction and underutilised lands, particularly in inner city and disadvantaged areas to provide improved environmental quality including street tree planting;
- Rejuvenation of our existing built assets and public realm;
- Protection and enhancement of the built and natural heritage and biodiversity;
- Working with/enhancing the amenities of the natural environment;
- Resilience to climate change and flooding.



Goal 2 | Excellent Connectivity and Sustainable Mobility

Our metropolitan areas shall be well connected through actions which will seek to deliver connectivity:

- Internationally through port and airport assets, Sustainable Freight and TEN-T Corridors;
 - For high quality, high speed digital infrastructure and optimisation of smart technology through Digital Strategies;
 - Inter-regionally through efficient rail, road, bus networks and services;
 - Intra-regionally, through multi modal transport options and services to access the metropolitan area and city centre efficiently;
 - To encourage the development of sustainable modes of transport to serve the smaller towns, villages and rural areas;
 - Within the metropolitan area, through an integrated network of high capacity public transport corridors and services, pedestrian routes and cycling corridors;
 - Within our urban neighbourhoods and employment locations to achieve high quality standards of public realm, public transport facilities, public transport interchange facilities, appropriate management of private transport and car parking, pedestrian and cycling infrastructure and to promote a significant transition from private car usage to healthier and sustainable modes of travel where people and jobs are concentrated;
 - To achieve successful integration between land use and transport planning, achieving sustainable higher densities and appropriate uses at nodes serviced by public transport networks;
 - To achieve efficient mobility, with close alignment between home and work locations, ease of travel on sustainable transport modes, efficient and sustainable movement of freight and logistics, guaranteed journey times for inter-city and inter-regional travel.
-

Goal 3 | Economic Engines Driving Regional Enterprise Growth

Our metropolitan areas will have a competitive international edge through actions which support:

- Smart specialisation, strengthening and evolving existing economic sectors and clusters, supporting partnerships across academia and research centres, public bodies, business sector and local communities;
 - Embracing technology change, transitioning with resilience and innovation towards a smart technology future in how we live and work sustainably;
 - Offer excellent standards of infrastructure services and property assets for all scales of enterprise, from start-ups to FDI;
 - Quality of life offer, with attractive options for housing in the right locations, community infrastructure and recreation options easily accessible from locations of work.
-



Goal 4 | High Quality Environment and Quality of Life

A high-quality environment and quality of life in the metropolitan areas will be supported by actions which seek:

- Healthy city and healthy metropolitan area status with equity of access to health services, high ratios of access to quality open space and recreational amenities per population and attractive options to uptake active travel between home, work, education and access to services;
 - Setting high quality performance standards for the metropolitan area to transition towards a zero-carbon future, achieve improved water and air quality, improved sustainable travel and other environmental and health performance standards as indicators for the healthy status of our metropolitan areas;
 - Fostering a creative metropolitan area with vibrant cultural, arts and heritage scenes;
 - Fostering a vibrant tourism scene with facilities and attractions that showcase the unique heritage, natural environments and culture of our Region, enriching the experiences of both visitors and citizens;
 - Placing a greater emphasis on performance-based design criteria in developing our metropolitan area, incentivising and awarding innovation in design, energy efficiency, green infrastructure and smart technology integration.
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Goal 5 | A Learning, Welcoming and Socially Inclusive Metropolitan Area

A socially inclusive, multi-cultural metropolitan area with equal opportunities for learning, supported by actions promoting:

- UNESCO Learning City status and drivers for a Learning Region;
 - The role of HEI's and centres of innovation, regional skills, training and apprenticeships;
 - Targeted initiatives that address social exclusion and prioritise regeneration of disadvantaged areas, especially RAPID areas including education and training;
 - Valuing the participation of communities and Public Participation Networks;
 - Community Services and engagement for ethnic minorities and travellers;
 - Initiatives that protect and develop the potential of our younger and aging cohorts;
 - Facilities that provide inclusive social, community and recreational facilities for mixed neighbourhoods.
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Goal 6 | Pioneering Locations Networked Internationally and Regionally

Our metropolitan areas will be platforms for good practice implementation, pilot initiatives and innovation with actions seeking:

- Innovative approaches and multi-agency collaborations to identify, succeed and implement key enabler projects within the metropolitan areas under competitive bid funding through the NPF/NDP for Urban and Rural Regeneration, Climate Action and Disruptive Technologies;
 - Regional and international project partnerships and shared learning initiatives exploring new policy and good practice in addressing challenges and opportunities facing metropolitan areas, especially innovation to achieve successful compact growth outcomes;
 - Development of tools in collaboration between the Local Authorities, research and learning institutes and others to assist implementation and monitoring of progress within our metropolitan area on achieving objectives, especially brownfield and infill renewal targets, improved environmental quality, integration of and use of smart technologies and overall quality of life improvement;
 - Implementation of the MASPs.
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Goal 7 | Evolve Innovative Approaches and Strategic Priorities

Each MASP identifies the strategic locations for population and jobs growth, which will act as a baseline indication of current priority projects. Achieving the NPF growth targets in compact forms will require in depth consideration for new locations and initiatives by each local authority. The existing priority locations alone will not fulfil targets, but they are a snapshot of current strategic priorities which the MASPs support investment in.

Opportunities for strategic regeneration of vacant and underused land and property, refurbishment, land use and transport planning integration, active land management initiatives and development agency type approaches are examples of the many different approaches that will need to emerge. Aligned with Goal 6 for pioneering approaches, the identification of new strategic priorities need to be informed by innovative solutions and demonstrate incorporation of good international and regional practices.

The MASPs allow flexibility therefore for new strategic priorities, further to those listed in each MASP, to emerge over the MASP/RSES timeframe and to be identified in City and County Development Plan Core Strategies, based on the following criteria which demonstrates that the priority initiative/location:

- Aligns with national and regional planning policies and objectives;
- Helps to achieve compact growth targets, provides infrastructure led development with identified packages of interrelated infrastructures, physical and social, and phasing proposals for delivery identified;
- Promotes effective alignment between land use and transportation planning, especially alignment with public transport networks, encouragement of sustainable travel and consolidation of suitable nodal points on public transport corridors;
- Where new infill locations are proposed, demonstrate how reinforcement and consolidation of the existing settlement pattern is achieved;
- Is identified in collaboration with all required landowners and stakeholder agencies with a role for delivery of enabling infrastructure;
- Is in accordance with national guidelines;
- Is assessed under flood risk and environmental assessments;
- Is informed by innovative solutions and good practice to achieve the overarching MASP goals;
- Is a demonstrator of good practice within the Region for integration of sustainable design, renewable energy, transition of the MASP to a zero-carbon future, green infrastructure and smart technology;
- Where applicable, demonstrates how the priority initiative/location can help the delivery of strategic regional projects funded through the NPF/NDP for Urban and Rural Regeneration, Climate Action and Disruptive Technologies or from other funding streams;
- Where applicable, demonstrates how the priority initiative/location assists delivery of actions through the National Regeneration and Development Agency.



