

M.A. No.	Submission/Observation
General	There are occasional spelling/grammatical/syntax errors in the document, which will presumably be picked up and corrected at proof-reading before final publication of the RSES. There are several references to "inter-regional" which might mean intra-regional.
1	No comment
2	A. Some spelling errors, e.g. "Un" should be "UN", "20119" should be "2019". B. Explicitly mention that the region's 3 cities, i.e. the economic drivers of the region, are all coastal and/or estuarial/riparian. C. Add a map/s showing impact of projected sea level rises, for visual impact. D. Mention that climate change will be tackled by a combination of mitigation and adaptation, to resonate/align with terminology used in local authority strategies.
3	A. Amend: "A strategy is pursued that builds on cities and metropolitan areas as engines of growth..." to: "A strategy is pursued that builds on cities and their associated metropolitan areas as engines of growth...", to avoid potential ambiguity or doubt where it could be implied that cities and metropolitan areas are so distinct/separate as to suggest that non-city settlements (i.e. larger key towns) should/could also have their own associated MASP's.
4	A. Amend: "It is an objective to establish a collaborative approach between Metropolitan Areas of Cork, Limerick/Shannon, and Waterford (together with Galway): that they lead in partnership with each other to harness their combined potential as viable alternatives to Dublin." to: "It is an objective to establish a co-ordinated, co-operative and collaborative intra-regional partnership approach between the region's Metropolitan Areas of Cork, Limerick/Shannon, and Waterford and a similar inter-regional approach with the Galway Metropolitan Area in the North West Region, to lead in partnership with each other to harness their combined potential as viable alternatives to Dublin and the GDA." This is a stronger statement that explicitly covers co-operation within the region and between regions outside of Dublin.
5	A. Amend: "Initiatives that facilitate the regeneration of derelict buildings and vacant sites for the provision of high-quality affordable housing." to: "Initiatives that facilitate the regeneration of derelict buildings and vacant sites for the provision of high-quality, environmentally friendly (NZE) affordable housing, which ideally can be connected to energy microgeneration schemes. " This would reinforce climate change commitments.
6	A. Amend the table of key towns so that the towns are listed in alphabetical order within their subdivisions of the table. This would help to ensure that no order of priority or preference can be read into the position of towns in the table.

7	<p>A. While it is only right that all key towns, including key towns with larger populations, should seek to maximise their potential, it might not be accurate to say that larger scaled regional towns in the region are comparable in scale and economic function to the five regional growth centres identified in the NPF. The role of the regional cities identified in the NPF (Cork, Limerick and Waterford) should be emphasised and prioritised. Clarity is required in the form of a direct reference as to the five regional growth centres. If this can be taken as being a reference to the five cities of Dublin, Cork, Galway, Limerick and Waterford, then it could be a counter-productive decision to say that the larger key towns are comparable to these, as it would suggest the same level of prioritisation in terms of allocation of resources, and it could be contrary to the NPF, which seeks to move away from the business-as-usual approach. Care must be taken to ensure that larger key towns can aspire to maximising their potential while also recognising that any designation of comparability to five regional growth centres (assuming this means the cities) could lead to unrealistic, heightened and ultimately frustrated expectation.</p> <p>B. Amend: "<i>These Key Towns function as self-sustaining regional drivers and have a comparable structure to the five regional growth centres identified in the NPF.</i>" to: "<i>These Key Towns function as self-sustaining regional drivers and have a comparable structure to the five regional growth centres identified in the NPF, while recognising that the region's cities and their associated MASP's are the region's primary economic drivers and focal points.</i>" This would help to ensure that there is no confusion/uncertainty regarding the respective roles/development paths for larger scale key towns vis-a-vis the region's cities.</p> <p>C. While the town of Tramore might not have some of the characteristics of a key town, it does have the population scale. If not being included as a key town in its own right it should be included within the boundary of the Waterford MASP.</p>
8	<p>A. Amend point b: "<i>It is an objective to seek investment in holistic infrastructure inclusive of utilities, transportation, social and community, environmental, climate change adaptation and future proofing infrastructure including Flood Risk management measures and flood defence schemes...</i>" to: "<i>It is an objective to seek investment in holistic infrastructure inclusive of utilities, transportation, social and community, environmental (including facilitation of climate change mitigation and of biodiversity promotion), climate change adaptation and future proofing infrastructure including Flood Risk management measures and flood defence schemes...</i>" This would expand on the environmental component of the objective.</p> <p>B. Amend point d: "<i>It is an objective to support and promote vibrant, culturally-rich and revitalised Key Towns with enhanced social inclusion, sustainable neighbourhoods and a high level of environmental quality to ensure an excellent quality of life for all.</i>" to: "<i>It is an objective to support and promote vibrant, culturally-rich and revitalised Key Towns with enhanced social inclusion, engaged and active voluntary, non-profit and social enterprise sectors (including through provision of suitable community meeting facilities), sustainable neighbourhoods and a high level of environmental quality to ensure an excellent quality of life for all.</i>" This provides more detail to ensure that people and communities where they live are at the heart of the RSES.</p>
9	No comment
10	No comment
11	No comment
12	No comment
13	No comment

14	No comment
15	No comment
16	No comment
17	No comment
18	No comment

A. Amend point a: "*To strengthen the role of Dungarvan as a strategically located urban centre of significant influence in a sub-regional context and in its sub-regional role as a Gaeltacht Service Town, leveraging its strategic location along the Waterford Cork N25 Route and to build upon its inherent strengths including digital connectivity, skills, innovation and enterprise, tourism, culture and retail services.*" to: "*To strengthen the role of Dungarvan as a strategically located urban centre of significant influence in a sub-regional context and in its sub-regional role as a Gaeltacht Service Town **for An Rinn agus An Sean Phobal which lie within its immediate hinterland**, leveraging its strategic location along the Waterford Cork N25 Route and to build upon its inherent strengths including: **historical, cultural and architectural heritage**, digital connectivity, skills, innovation and enterprise, tourism **(in particular the Waterford Greenway, which may have potential for westward expansion towards Co. Cork)**, culture and retail services. **In respect of its importance to the environment, to tourism, to fishing, and to aquaculture (i.e. oysters) (niche industries supporting rural employment), this RSES supports the environmetally sustainable development and treatment of Dungarvan Harbour and coastline.**" This addition recognises Dungarvan's unique position as a coastal key town. The importance of the Waterford Greenway to date and in to the future, subject to potential expansion, is also recognised. The historical, architectural and cultural heritage of Dungarvan (site of a unique Norman shell-keep castle) must also be recognised, particularly in relation to facilitating population growth through development of appropriate, sustainable housing solutions. Similar could be said in respect of many or all settlements. Future development promoted by RSES must be sympathetic to the past while looking to the future.*

B. Point b is very much welcomed. In relation to the N25, Dungarvan is the focal point of a stretch of this road from Killmeaden to Youghal that needs significant upgrading (ideally to dual carriageway, particularly to address accident blackspots such as Carrolls Cross and Grange) to address bottle necks and safety issues. The N72 from Dungarvan to Mallow, which connects two key towns in the region (Dungarvan and Mallow) in addition to being a gateway to points west, is currently little more than a local road standard in many places resulting in economic inhibitors and safety concerns. And the R672, which also connects two key regional towns (Dungarvan and Clonmel) in addition to being a gateway to points north, is not currently fit for purpose.

C. Amend point c: "*Support for enhanced provision of bus services to enable improved inter-regional connectivity to attract more passengers to public transport and away from use of private motor cars*" to: "*Support for enhanced provision of bus services to enable improved intra-regional and inter-regional connectivity to attract more passengers to public transport and away from use of private motor cars*". This emphasises the need to improve public transport links from Dungarvan to points within and beyond the region.

D. Amend point d: "*To support the continued development of cycling and walking infrastructure as part of Go Dungarvan Smarter Travel Programme.*" to: "*To support the continued development of cycling and walking infrastructure as part of Go Dungarvan Smarter Travel Programme. **And to support the accessibility of the public realm for vulnerable road/path users and persons with disabilities.**" This addition would address the current situation whereby there have been improvements in infrastructure for able-bodied pedestrians and cyclists while the situation for less-able pedestrians or wheelchair users has not improved or has not improved as would have been expected in tandem with the public realm enhancements that have been developed in Dungarvan in recent years.*

E. Amend point e: "*It is an objective to support the delivery of the infrastructural requirements identified for Dungarvan subject to the outcome of the planning process and environmental assessments.*" to: "*It is an objective to support the delivery of the infrastructural requirements identified for Dungarvan **(including amenities and facilities for the community and voluntary sector)** subject to the outcome of the planning process and environmental assessments.*" This addition would highlight the current surprising deficit in community facilities available in a town of the scale of Dungarvan.

20	A. Amend point g: " <i>Local authorities shall identify and prioritise a programme for the provision and implementation of serviced sites within towns and villages as an objective of Development Plans.</i> " to: " <i>Local authorities shall identify and prioritise a programme for the provision and implementation of serviced sites within towns and villages as an objective of Development Plans. These Local authority programmes shall ensure a sustainable and appropriate spread of development between towns and villages within their areas.</i> " This is to ensure that local authorities fairly distribute development among towns and villages within counties in the region.
21	No comment
22	No comment
23	A. There is specific reference to Rosslare Europort but no reference to Waterford Port at Belview, which should also be included.
24	A. Amend: " <i>The Corridor is also unique in that it connects the Atlantic Economic Corridor and the Eastern Economic Corridor.</i> " to: " <i>The Corridor is also unique in that it connects the Atlantic Economic Corridor and the Eastern Economic Corridor with a city (metropolitan area) at each end including airport and sea port facilities.</i> " This addition emphasises that the corridor connects points of significant scale with significant attributes.
25	A. Amend: " <i>The role of education, learning and health in providing inclusive, dynamic and adaptable urban environments are required to be included in Sustainable Place Frameworks.</i> " to: " <i>The role of education, learning and health in providing inclusive, dynamic and adaptable urban environments are required to be included in Sustainable Place Frameworks. The importance for the need for genuine, meaningful and timely consultation with local communities is supported and recognised, particularly in relation to the development of local area plans within local authorities, in the interests of sustainable development that put people first.</i> " This addition emphasises the need for people to be included in decision making closest to them.
26	A. This is welcomed in the hope that it will prevent situations arising whereby new houses are built on the edge of towns and villages while buildings within the towns and villages are left empty and derelict. B. Amend: " <i>Local Authorities through their respective County Development Plans and Local Area Plans will set out policies and objectives to support the reuse/refurbishment of existing disused and derelict rural dwellings for residential purposes and also encourage new uses for disused/derelict farm buildings including residential where appropriate, subject to normal planning considerations.</i> " to: " <i>Local Authorities through their respective County Development Plans and Local Area Plans will set out policies and objectives to support the reuse/refurbishment of existing disused and derelict rural dwellings for residential, community or commercial (including social enterprise) purposes and also encourage new uses for disused/derelict farm buildings including residential where appropriate, subject to normal planning considerations and with a view to ensuring that re-use is sympathetic to environmental and heritage considerations.</i> " These additions provide more detailed and comprehensive guidance for local authorities in the interests of revitalising towns and villages in a sustainable manner.
27	No comment
28	No comment

29	A. Amend point c: " <i>Support initiatives that retrofit environmental amenities to address adverse effects on biodiversity and the environment.</i> " to: " <i>Support initiatives that retrofit environmental amenities to address adverse effects on biodiversity and the environment, and support initiatives that retrofit environmental initiatives to address fuel poverty.</i> " This addition recognises that people who would most benefit from retrofitting to ease their fuel poverty (which is not just local authority tenants) are often those who can least afford to carry out the retrofitting that would enable them to heat and power their homes at a lower cost.
30	A. Amend new RPO D to include specific reference to Waterford Port (at Belview) in addition to Rosslare Europort and to also include specific reference to Waterford Airport. These additions would emphasise the greater array of ports at the southern end of the Eastern Corridor.
31	No comment
32	A. RPO 43, which is proposed to be removed given the status of REDZ, could be replaced with a statement to the effect that the SRA will support local authorities in securing rural regeneration funding.
33	No comment
34	A. In point c, should "revert" be "reverse"?
35	No comment
36	No comment
37	No comment
38	No comment
39	No comment
40	A. It may be noted that regional plans relating to climate change in general (including decarbonisation) may potentiall be unnecessarily complicated by the fact that the new Climate Action Regional Offices (CARO's) do not correspond with regional assembly boundaries, with the result that some counties in the SRA are in one CARO area while others are in a different CARO area. Care and attention will accordingly be required to prevent any duplication of effort, any inconsistencies within the region, or any omissions. Perhaps reference could be made to the existence of CARO's and what co-ordination might be required between them and the regional assemblies going forward?
41	No comment
42	A. The acronyms "CNG" (clean natural gas) and "EV" (electric vehicle) do not appear in the glossary and it would be helpful for all acronyms to be included in the glossary for the avoidance of uncertainty and to ensure everyone is speaking the same language.
43	No comment

44	A. Amend RPO 91: " <i>It is an objective to support implementation of the National Renewable Energy Action Plan (NREAP), and the Offshore Renewable Energy Plan and the implementation of mitigation measures outlined in their respective SEA and AA and leverage the Southern Region as a leader and innovator in sustainable renewable energy generation.</i> " to: " <i>It is an objective to support implementation of the National Renewable Energy Action Plan (NREAP), and the Offshore Renewable Energy Plan and the implementation of mitigation measures outlined in their respective SEA and AA and leverage the Southern Region as a leader and innovator in sustainable renewable energy generation. The RSES supports following European and international best practice in relation to distances from shore for siting offshore wind turbines so as to reduce their negatives impacts, visual and otherwise, while also reaping their positive benefits where appropriate.</i> " This addition may help to guide local authorities in respect of planning applications.
45	A. Reference could be made in respect of support and encouraging the planting of native, broad leaf tree species.
46	A. Would McCall's Cottages scheme in Wexford be a example of this?
47	A. In addition to "residential, commercial and public building stock", could "industrial and agricultural" be included also? Industrial and agricultural buildings have relatively large roof areas that could be suitable for solar panels (pv and thermal collectors) and attention should be drawn to the role that they can play in climate change mitigation through microgeneration of renewable energy, potentially with surplus available. B. Could reference also be included to the added benefit of reducing fuel poverty (in addition to the inherent positive environmental impact of retrofitting) by supporting people and businesses to heat and power their premises at a reduced cost thanks to retrofitting increasing their energy efficiency? People who may not be sold on the environmental benefits may be sold on the economic benefits. Recognition is also required in relation to the fact that those most in need of retrofitting are often least able to afford it and therefore require supports so as not to be left behind and potentially falling foul of increasing carbon taxes in future.
48	No comment
49	A. Could there be a refence included in the amended RPO 120 to require Local Area Plans to make provision for biodiversity at a local level?
50	No comment
51	No comment
52	No comment
53	No comment
54	A. Amend point c to include support for the creation of regional Internet Exchange facilities in the Mid-West and South-East, directly connected to the South-West and Dublin Internet Exchanges, as one means by which existing international connections can be more fully exploited.
55	No comment
56	No comment
57	No comment

58	No comment
59	No comment
60	A. Amend: " <i>Support the feasibility of Limerick Junction having the status of a national rail freight and passenger hub.</i> " to: " <i>Support the feasibility of Limerick Junction having the status of a national rail freight and passenger hub with rail connectivity to ports in the south east.</i> "
61	A. Point d refers to Table 6.2 (a list of ports and harbours), which includes Dungarvan. Could specific reference be made in this list to the fishing villages/piers around Dungarvan Harbour, e.g. Helvick in the Ring Gaeltacht, which is provider of indigenous jobs?
62	No comment
63	A. Could specific reference be made to " <i>Port of Waterford Corporate Plan 2019-2013</i> " and to supporting it in RPO 141?
64	I note that Waterford Airport does not fall within the boundary of Waterford MASP (unlike Shannon Airport in respect of Limerick/Shannon MASP), which strikes me as counterintuitive and a missed opportunity, which there is still time to redress.
65	A. Amend point c by adding: " <i>Support innovative policies to boost use of regional airports including through marketing partnerships with airlines, hotels, attractions and other hospitality and tourism sector stakeholders.</i> "
66	A. Amend RPO 146 by adding: " <i>These principles shall not unduly inhibit expansion or development of commercial growth in towns and villages. These principles should not have as an unintended consequence the migration of business from towns and villages to key towns or metropolitan areas.</i> "
67	A. Amend the first bullet point of RPO 147 by adding: " <i>Where space or other constraints prevent the full implementation of the provisions of the Design Manual for Roads and Streets (2013), local authorities should be allowed to make their best reasonable efforts in the interests of providing accessibility for pedestrians and cyclists where inability to fulfill the requirements of the manual might otherwise mean that no accessibility improvement at all could be achieved.</i> " It is not always possible to put in footpaths of the size required by the Manual but this should not prevent implementation of the next best workaround to address local needs. B. Amend RPO 147 by adding a bullet point to call for engagement with representatives of disability rights associations by local authorities when planning accessibility works to ensure that the perspective of vulnerable road users is taken into account.
68	A. Amend RPO 152 to include requirement for perspective of vulnerable road users (e.g. wheelchair users) to be taken into account in respect of LTP's.
69	No comment
70	No comment
71	No comment
72	No comment

73	A. Point b refers to: "east to west Cork to Waterford (N25) connectivity and east to west Limerick to Waterford (potential upgrade of N24 to M24 and Rail) connectivity." However, going from east to west would involve starting in Waterford in each case. The current description describes going from west to east in both scenarios. The substantive point regarding the need for significant upgrades to the roads referenced is very pertinent and valid though.
74	No comment
75	No comment
76	A. Amend RPO 162 to call for consistent rail journey times in addition to improved journey times.
77	No comment
78	A. Amend RPO 166 to include reference to supporting accessibility to walking routes for people with disabilities.
79	No comment
80	A. Amend RPO 170 to support call for having all regions and metroplitan areas within regions on an equal and fair footing in relation to the provision of healthcare facilities.
81	No comment
82	A. Amend RPO 172 to include reference to more concrete (literally!) ways in which local authorities can support volunteerism and active citizenship, e.g. through provision meeting facilities such as community halls, hubs or meeting rooms. And also through beefed up communities offices similar to the LEO model.
83	A. RPO 173 should be strengthened to call for timely and meaningful engagement and consultation with representatives of disability support organisations to ensure that perspectives of those they represent (e.g. wheelchair users) are understood and taken on board directly by those in local authorities (e.g. planners, engineers) who can make decisions that can have profound impacts on them for better or for worse.
84	No comment
85	A. Further to the status accorded to it by the NFP, RPO 176 should recognise that as the regional capital of the south east, Waterford City is best placed to be the site of the HQ of TUSE. B. Does RPO 176 need to be amended in light of the recent announcement of a consortium to seek technological university status by LIT and Athlone IT, which would span two regions?
86	A. Amend RPO 177 so that it doesn't only cover new schools but so that it also calls for provision of safe walking and cycling infrastructure between current schools and their nearby population settlements, where footpaths and cyclepaths do not currently exist. It would be unfair for pupils without these facilities currently to not receive them while new developments do. I am conscious of places like Garranbane NS where there is no footpath to Ballinroad.
87	No comment
88	No comment
89	No comment

90	No comment
91	No comment
92	No comment
93	A. Amend RPO 190 to support development of shared local and regional sports and community facilities by local authorities.
94	A. Amend RPO 193 to support activity by local authorities to expand existing greenways etc. so that their benefits can reach further. I am thinking of how expansion of the Waterford Greenway westward from Dungarvan could be supported.
95	A. RPO 194 should be amended to make reference to the need to protect the region's built heritage balance against the need to facilitate the sustainable development that the RSES aims to promote. I am mindful that our villages, towns and cities are going to visibly change significantly over the coming years but they should not be negatively unrecognisable from what they are now.
96	No comment
97	No comment
98	No comment
99	A. Point b says "suppose", which should presumably be "supports". In any case perhaps this point could be given greater prominence or be expanded given the potential for local/community energy projects and microgeneration to both mitigate climate change and to reduce (even eradicate) fuel poverty?
100	A. Could RPO 217 be expanded to clarify what is meant by renewable gas. While it is a recognised term, gas is not renewable in the same way as wind or solar power and the RSES should avoid any potential accusations of greenwashing.
101	A. Can RPO 218 be expanded to address governance around implementation in respect of MASP's that cross local authority boundaries, i.e. Waterford MASP which covers Waterford City & County Council and Kilkenny County Council?
102	A. Could RPO 219 be expanded to reference how the SRA can/will support other actors apart from local authorities (e.g. community groups) in accessing funds, including EU funds so that assistance from profit-making consultants can be minimised while extracting maximum benefit from the SRA.
103	A. Could RPO 221 be expanded to require that all actions/objectives identified in local authority development plans are to be related to specific objectives of the RSES and to provide for the creation of an online portal/dashboard where progress of RSES and Local authority development plans can be tracked in detail over time?
104	A. Point a, Cork MASP Policy Objective 1, states: "To strengthen the role of the Cork Metropolitan Area as an international location of scale, a complement to Dublin and the primary driver of economic and population growth in the Southern Region." This is fine. However, the
105	No comment
106	No comment
107	No comment
108	No comment

109	No comment
110	No comment
111	No comment
112	No comment
113	No comment
114	No comment
115	No comment
116	No comment
117	No comment
118	No comment
119	No comment
120	A. In light of the proposed inclusion of parts of Tippeary (e.g. Newport and Ballina) in the Limerick MASP, there should also be allowance made to include Tramore (and Waterford Airport) within the Waterford MASP in the interest of consistency with the Limerick/Shannon MASP and to more accurately reflect the reality of the situation on the ground in Waterford.
121	No comment
122	No comment
123	No comment
124	No comment
125	No comment
126	No comment
127	No comment
128	No comment
129	No comment
130	No comment
131	No comment
132	No comment
133	No comment
134	No comment

135	<p>A. Amend: "<i>It is an objective to support the role of the Waterford Metropolitan Area as the primary driver of economic and population growth in the South-East SPA...</i>" to: "<i>It is an objective to support the role of Waterford City and its Metropolitan Area as the capital of the South East, the University City of the South East, and the primary driver of economic and population growth in the South-East SPA...</i>". The RSES (and the preponderance of amendments tend to emphasise the primacy of Cork at the top tier in the region, which couple with a perceived enhancement of the status of larger key towns, gives the appearance of squeezing the cities (and metropolitan areas) of Waterford and Limerick from both sides. The opportunity should be grasped to recognise the hierarchy of settlements and growth centres by designating Waterford City as capital of the south east (sub)region, and Limerick as capital of the south west (sub)region. In this way everyone will know where they stand can have realistic and reasonable expectations accordingly.</p> <p>B. Include specific reference to Waterford (Belview) Port in point c.</p> <p>C. Point d refers to Tramore as a hinterland town. By any objective criterion Tramore should have been included within the Waterford MASP when such boundaries were being drawn at national level, and this oversight should be remedied at regional level now before it is too late. The situation is not directly comparable to the case of the proposed inclusion of parts of Tipperary (Newport, Ballina) in the Limerick & Shannon MASP, although if that proposal is sustained then the same should apply in the case of including Tramore (and also Waterford Airport) within the Waterford MASP; Tramore should have been included ab initio. The Cork MASP includes the towns of Carrigaline, Cobh and Midleton (with the designation of metropolitan towns, a designation unique to the Cork MASP), while Shannon (and its airport) are included in the Limerick/Shannon MASP. Yet, bizarrely, Tramore (and Waterford Airport) are not included in the Waterford MASP. Tramore is closer to Waterford City than Carrigaline, Cobh and Midleton are to Cork City, and than Shannon is to Limerick City. CSO figures were not available to me at time of writing in relation to the % of commuters from Shannon to Limerick, but they were in relation to the towns mentioned in the Cork MASP, and the statistics are as follows. In 2016 there were 3,369 persons in the settlement of Carrigaline who commuted to Cork city and suburbs which equates to 48.8% of persons at work and living in Carrigaline. In 2016 there were 1,961 persons in the settlement of Cobh who commuted to Cork city and suburbs which equates to 38.5% of persons at work and living in Cobh. In 2016 there were 1,814 persons in the settlement of Midleton who commuted to Cork city and suburbs which equates to 34.9% of persons at work and living in Midleton. The average for these three towns being 40.73%. This is significantly exceeded in the case of Tramore, which begs the question why it has been left out of the Waterford MASP. In 2016 there were 1,776 persons in the settlement of Tramore who commuted to Waterford city and suburbs which equates to 45.7% of persons at work and living in Tramore. The populations of the towns referenced are also broadly comparable, further highlighting the discrepancy of widening the Cork MASP while seemingly artificially narrowing the Waterford MASP. Excluding Tramore from the Waterford MASP could be detrimental in future in terms of allocation of resources because the population will appear much smaller than it actually is. This unsustainable situation regarding the exclusion of Tramore and of Waterford Airport from the Waterford MASP must be rectified before the RSES is finalised.</p>
136	No comment

137	<p>A. Amend second bullet of point c of MASP Policy Objective 6 from: "<i>Delivery of the North Quays Innovation District SDZ regeneration project for integrated sustainable development through the provision of supporting transport infrastructure and services</i>" to: "<i>Delivery of the North Quays Innovation District SDZ regeneration project for integrated sustainable development through the provision of supporting transport infrastructure and services. The North Quays will be comprised of mixed-use housing, office and retail development designed with state of the art environmentally sustainable technology to international showcase level in a modern riverside city quarter at the heart of an integrated transport hub and the nexus of a network of greenways, and it has the potential to be a transformational driver of economic growth for the SEWCR (South East/Waterford City region).</i>" This addition more fully captures the fundamental importance and nature of the north quays at the heart of an intergrated transport hub.</p>
138	<p>A. Amend point c of Objective 7 from: "<i>Improvements to the Waterford -Cork Strategic Transport Corridor to include upgrading of N25 and additional options for Park and Ride into Cork and Waterford.</i>" to: "<i>Improvements to the Waterford -Cork Strategic Transport Corridor to include upgrading of N25 (particularly in respect of Kilmeaden roundabout, Carrolls Cross, Cushcam and Grange) and additional options for Park and Ride into Cork and Waterford.</i>" More specificity was warranted.</p> <p>B. Reinstate reference to "<i>Waterford City Region</i>" after "<i>South East</i>" at the end of the last sentence in point g of objective 7. At risk of appearing to have, or actually developing, an inferiority complex, it must be pointed out that Waterford's city status and its status as capital of the south east region is all too often overlooked. All too frequently it is even left of maps used by state agencies while Dublin, Cork, Galway and Limerick continue to feature along with non-city settlements. In this context it is vitally important that the RSES should not do anything that could inadvertently add to the undermining of Waterford City's status and therefore it is also vital that the term South East Waterford City Region continue in use.</p>
139	No comment
140	<p>A. Add a requirement for conducting a housing needs assessment study so that research can be carried out in relation to the number of houses that will be need to cater for the projected population increase on an incremental basis. The North Quays SDZ can be expected to lead to a relatively quick uptick in population and research should be mandate to determine if/where the new population will live in the very near future.</p>
141	<p>A. Add a requirement for analysis to be conducted to determine if the workforce has the skills that will be required to fill the jobs that can be expected to come onstream, sooner rather than later in the case of the North Quays SDZ, which will be completed early in the lifetime of the RSES.</p>
142	No comment
143	<p>A. In contrast to material amendments in respect of the Cork and Limerick/Shannon MASPS (which are very detailed), there is little or no mention of attractions, amenities, public realms features etc. (e.g. Viking Triangle, museums and further developments required in respect of same that will require significant investment support) in the material amendments relating to the Waterford MASP. Policy Objective 16 could be fleshed out much more in this regard.</p>

144	A. Amend Objective 20 to include explicit and specific reference to supporting Waterford as University City. Also, in respect of the prospective multi-campus TUSE reference should be made to Waterford City being home to WIT and to WIT being the single biggest campus with many high technology centres of excellence, research and development.
145	A. Add reference to support for addressing legacy issues in old communities. It is right to ensure that there is reference to supporting integration of new communities. But it is also right to remember that long-standing communities have issues arising out of under investment and other societal issues. These are often the areas where integration happens so it is doubly important to ensure supports for those already here aswell as newer arrivals.