



Draft Wicklow Town – Rathnew LAP Submission - Report

Who are you:	Agent
Name:	John P. Hopkins and Sons Ltd
Reference:	DWTRLAP-181735
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File

Planning submission for North Quay.pdf, 0.55MB

**Submission in relation to
Draft Wicklow Town – Rathnew
Local area Plan, 2025**

19th November 2024

Dear Sirs,

On behalf of John P Hopkins and Sons Ltd I wish to make a submission in relation to their property on North Quay

The current zoning is for port related activities and this warehouse has not been used to that purpose since it was purchased in 1998 and instead has served as a warehouse / store for the retail hardware on the South Quay.

In 1995 a mixed use development for the site was proposed by the previous owner and this was refused permission due to its being incompatible with the port related use zoning. The port related use zoning has therefore acted as a barrier to the redevelopment of the site.

The proposed waterfront zoning is an improvement allowing for greater flexibility in the permitted uses and facilitates mixed use developments on the waterfront.

While the port zoning has hampered development, the port itself is also stagnant with 12% fewer ship arrivals in 2023 than 2021 and with a stagnant tonnage in the range 174,000 to 180,000 tonnes in the same years. This tonnage and ship movements is effectively stagnant since 2013 where the CSO data records 70 ship movements and a tonnage of 174,000.

For comparison of tonnages with other east coast ports, Wicklow's tonnage is 29% of Dundalk's; 4.6% of Waterford's; 0.3% of Rosslare's, and 0.09% of Dublin Port and so is of no significance in the national context and is only of regional importance.

Accordingly the planning policy wording should be adjusted to "...resist developments that would undermine the existing port uses" and this would be consistent with the current plan policy which is to "maintain this area as a commercial cargo port..."

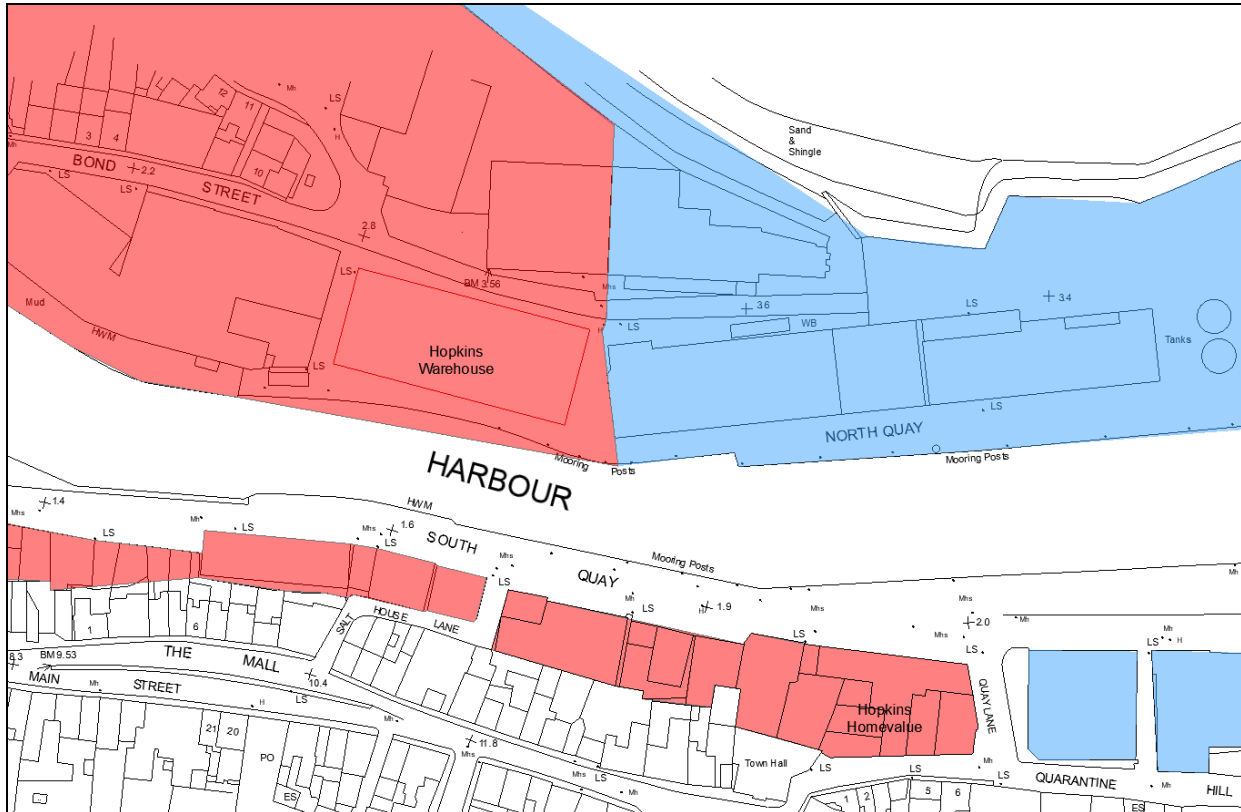
The subject site should therefore be included in the "Mixed use regeneration area" and not in the port area as it does not and has not contributed to the port activities nor has it ever been sought for that purpose.

The linkages map at page 37 of the draft development plan indicates a new connection between the north and south quays to the west of the site. It makes little sense for such a link to be into a working port and from a practical and urban design perspective it would be much preferable to make the linking bridge at the boundary between the working port and mixed / leisure uses and to create potential for a south facing public space where the bridge lands on the north bank of the river.



Link bridge between port and mixed use regeneration area

If the distinction between the port and mixed use areas are to be maintained, the map at page 37 should be re-coloured to include Hopkins Warehouse in the “mixed use Regeneration area” as indicated below. Alternatively the distinction could be dispensed with, and be coloured as “Waterfront”.



Inclusion of Hopkins warehouse in the mixed use regeneration area.

I trust that the amendments will be made in order to facilitate the future redevelopment of this site.

Yours sincerely

John Hodgins