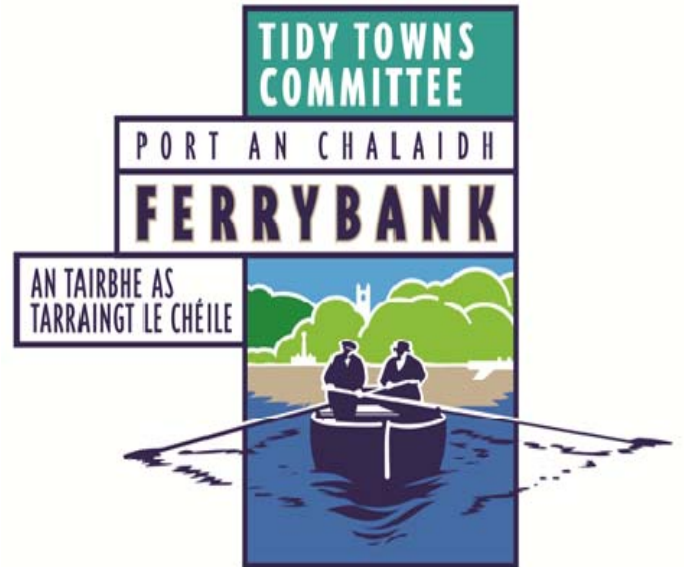




FERRYBANK BELVIEW Local Area Plan 2017



Forward Planning
Kilkenny County Council



Adopted by Kilkenny County Council on the 18th December 2017
Came into effect on the 15th January 2018

Table of Contents

Contents

1	Introduction and Strategic Context	1
1.1	Introduction.....	1
1.2	What is a Local Area Plan?	1
1.3	Legal Basis of a Local Area Plan.....	1
1.4	Strategic Environmental Assessment.....	1
1.5	Appropriate Assessment	2
1.6	Extent of Local Area Plan study area.....	3
1.7	Structure of the Plan	4
1.8	Plan preparation process	4
1.9	Strategic Context.....	5
1.10	Vision	9
1.11	Strategic Context Objectives	10
2	Core Strategy & Zoning.....	11
2.1	Context	11
2.2	Population projections	11
2.3	Population estimate for the Plan area	12
2.4	Land Requirement.....	14
2.5	Development Strategy	14
2.5.1	Longer term horizon	15
2.6	Proposed Core Strategy.....	15
2.7	Zoning.....	17
2.8	Core Strategy Objective (see Figure 2.4 Development Objectives).....	17
3	Area identity	18
3.1	Historical Development.....	18
3.2	Urban Structure.....	19
3.3	Physical planning and Community Identity.....	20
3.3.1	Tidy Towns	20
3.3.2	The Urban Village.....	21
3.3.3	Signage and approach roads.....	22
3.4	Area Identity Objectives.....	22
3.5	Area Identity Development Management Standards.....	22
4	Economic Development and Retailing	23
4.1	Economic Strategy.....	23
4.1.1	Christendom.....	23
4.1.2	Grannagh.....	23
4.1.3	Abbeylands.....	23
4.2	Commercial/Office Development	24
4.3	Retail.....	24
4.3.1	Ferrybank District Centre	24
4.3.2	Neighbourhood centres	25
4.4	Future Retail Development	25
4.4.1	Retail Impact Assessment	26
4.5	Vacant Sites Levy	26

4.6	Economic Development & Retail Objectives.....	27
5	Belview Industrial Area.....	28
5.1	National context.....	28
5.2	Profile of area.....	28
5.2.1	Infrastructure.....	29
5.2.2	Road Access – N29.....	29
5.3	Future of Belview Industrial area.....	31
5.4	Appropriate Zonings.....	31
5.4.1	Transport connections.....	32
5.4.2	Truck parking.....	32
5.4.3	Services hub at Marine Point.....	32
5.4.4	Buffering of new development.....	32
5.4.5	IDA lands.....	33
5.5	Belview Industrial Area Objectives.....	33
5.6	Development Management Standards.....	33
6	Community and Housing.....	35
6.1	Introduction.....	35
6.2	Community facilities.....	35
6.2.1	Hillsfield Community Building.....	35
6.2.2	Health facilities.....	36
6.3	Educational facilities.....	36
6.3.1	Brothers of Charity.....	37
6.4	Future Provision of Housing.....	38
6.4.1	Housing on Lands Zoned for Agriculture.....	38
6.4.2	Traveller Accommodation.....	38
6.5	Unfinished estates.....	39
6.6	Community and Housing Objectives.....	39
6.7	Community and Housing Development Management Standards.....	39
7	Heritage.....	40
7.1	Built Heritage.....	40
7.1.1	Architectural Heritage.....	40
7.1.2	Archaeological Heritage.....	45
7.2	Natural Heritage.....	45
7.2.1	Environmental Character.....	46
7.2.2	Protected Areas of International Importance: Natura 2000.....	47
7.2.3	Protected Areas of National Importance.....	48
7.2.4	Nature Conservation outside of International and National Protected Areas	48
7.2.5	Geological Heritage.....	51
7.2.6	Protected views.....	51
7.3	Heritage Objectives (Refer also to Figure 2.4, Development Objectives).	52
7.4	Heritage Development management standards.....	52
8	Recreation, Tourism and the Arts.....	54
8.1	Green Infrastructure.....	54
8.1.1	Long term Strategic Walking & Cycling Routes.....	54
8.1.2	Public parks and Playgrounds.....	56
8.1.3	Sports facilities.....	57

8.2	Tourism.....	57
8.2.1	The River Suir	57
8.2.2	Granny Castle	58
8.2.3	Nature based Tourism.....	58
8.2.4	The Port.....	58
8.2.5	Árd Rí hotel site.....	58
8.3	Arts and Culture	59
8.4	Recreation, Tourism & Arts Objectives	59
8.5	Recreation, Tourism & Arts Development Management Standards	61
9	Infrastructure and Environment.....	62
9.1	Water Services.....	62
9.1.1	Water supply	62
9.1.2	Wastewater Services.....	62
9.2	Flooding.....	62
9.3	Energy.....	63
9.3.1	Gas.....	63
9.3.2	Sustainable Energy Communities Programme	63
9.4	Telecommunications	63
9.5	Waste Management.....	63
9.6	Control of Major Accident Hazards Directive (Seveso III Directive).....	64
9.7	Infrastructure and Environment objectives	64
9.8	Development Management Standards	65
10	Transport.....	66
10.1	Context	66
10.2	Analysis.....	66
10.3	Public Transport	67
10.3.1	Green Routes	68
10.3.2	Rail.....	68
10.4	Active Travel - Walking and Cycling	68
10.5	Workplace Travel Plans	69
10.6	Roads.....	69
10.6.1	National Routes.....	69
10.6.2	Regional Roads.....	70
10.6.3	Local Roads	70
10.7	Strategic Road Proposals.....	70
10.7.1	Downstream River Crossing(s).....	70
10.7.2	Ferrybank Relief Road	71
10.7.3	North-south link - Abbey Road to Belmont Road	71
10.7.4	Link Road from Ballyrobin Road to Rockshire Road	71
10.8	Transport objectives.....	72
10.9	Transport Development Management Standards	72
11	Development Management.....	74
11.1	Introduction.....	74
11.2	Urban Design	74
11.2.1	Urban Village Guidelines for the Belmont Road.....	74
11.2.2	Density	74
11.2.3	Separation distance between dwellings	75

11.2.4	Plot ratio.....	75
11.2.5	Site Coverage	75
11.3	Multi-storey Car Parks.....	75
11.4	Night Clubs/Public Houses	76
12	Implementation and Finance.....	77
12.1	Introduction.....	77
12.2	Implementation and Infrastructure Delivery Schedule	77
Appendix 1 Land Use Zones		79
Appendix 2: Built Heritage		87

List of Figures

- Figure 1.1: Study area for LAP
- Figure 1.2: Relationship with Waterford City
- Figure 2.1a: Plan area showing RPG population target area
- Figure 2.1b: Electoral divisions in Plan area
- Figure 2.2: Core Strategy
- Figure 2.3: Land Use Zoning
- Figure 2.4: Development Objectives
- Figure 3.1: Ordnance Survey, 6 inch mapping 1839-1840
- Figure 3.2: Ordnance Survey, 25 inch mapping 1897-1913
- Figure 3.3: Ordnance Survey, 6 inch mapping 1945-1948
- Figure 5.1: Belview Industrial area
- Figure 6.1: Community Facilities
- Figure 7.1: Built Heritage
- Figure 7.2: Natural Heritage
- Figure 8.1: Proposed Short Links/Short cuts
- Figure 10.1: Transport Concept

1 Introduction and Strategic Context

1.1 Introduction

This Local Area Plan (LAP) outlines a strategy for the proper planning and sustainable development of an area of land in south Co. Kilkenny, stretching from Grannagh to Belview and from the River Suir to the line of the Waterford bypass (N25). Prior to 2009, this area was covered by two separate plans known as the Waterford City Environs Plan and the Belview Area Action Plan (which both formed part of the Kilkenny County Development Plan 2002). In 2009, the first Ferrybank/Belview LAP was adopted to cover both areas in one plan. That LAP is now being reviewed.

1.2 What is a Local Area Plan?

An LAP is a legal document and is a public statement of planning policies. It consists of a written statement, together with maps and other illustrations, indicating development objectives and planning control policies. The purpose of this LAP is to provide guidance on the future development of the plan area and to ensure that such development occurs in a planned and orderly manner.

This LAP is consistent with the policies and objectives of the Kilkenny County Development Plan 2014 - 2020 (herein referred to as the CDP). All planning applications will be measured against the contents of this LAP. It is valid for six years following adoption by Kilkenny County Council (herein referred to as the Council); however, it is important that this LAP is set within a longer-term, strategic perspective. The Council may at any time amend or revoke this LAP.

1.3 Legal Basis of a Local Area Plan

This LAP has been prepared in accordance with sections 18, 19 and 20 of the Planning and Development Act, 2000 and the Planning and Development (Amendment) Act, 2002 which sets out the provisions for the preparation of Local Area Plans. It is also in accordance with the Strategic Environmental Assessment (SEA) Directive (2001/42/EC), the objective of which is to provide for a high level of environmental protection and to contribute to the integration of environmental considerations into the preparation and adoption of plans.

All relevant policies and objectives referred to in the County Development Plan apply to this area and it is important to note that if any conflicts arise, the County Development Plan supersedes the content of this LAP.

1.4 Strategic Environmental Assessment

Strategic Environmental Assessment (SEA) is the formal, systematic evaluation of the likely significant environmental effects of implementing a plan or programme before the decision is made to adopt the plan or programme. The purpose is to *“provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to*

promoting sustainable development”¹. In accordance with [European Directive 2001/42/EC](#) and Article 14A(1) of the [Planning and Development \(Strategic Environmental Assessment\) \(Amendment\) Regulations 2011](#), this LAP is the subject of SEA, as the population in the Plan area is greater than 5,000 people.

1.5 Appropriate Assessment

Article 6(3) of [European Council Directive 92/43/EEC](#) on the conservation of natural habitats and of wild fauna and flora (the Habitats Directive) requires competent authorities to undertake an Appropriate Assessment of any plan or project not directly connected with or necessary to the management of a Natura 2000 site but likely to have a significant effect thereon, either individually or in combination with other plans or projects.

Appropriate Assessment means an assessment, based on the best scientific knowledge available, of the potential impacts of a plan or project, wherever located, on the conservation objectives of any Natura 2000 site and the inclusion, where necessary, of mitigation or avoidance measures to preclude negative effects. The impacts assessed must include the indirect and cumulative impacts of the plan or project. Therefore whether a plan or project is located within, or is at a geographically remote area from a Natura 2000 site, if significant impacts cannot be ruled out then the plan or project must be subject to an appropriate assessment.

Articles 6(3) and 6(4) of the Habitats Directive and Section 177 of the Planning and Development Act 2000 (as amended), require that any plan or project with the potential to impact on the integrity of a Natura 2000 site must be screened to determine if appropriate assessment of the plan or project is required. In the event that the screening indicates that potential significant impacts cannot be ruled out then the plan or project will require an appropriate assessment.

Objectives:

1A To implement the provisions of Articles 6(3) and 6(4) of the EU Habitats Directive.

1B To ensure that any plan or project within the functional area of the Planning Authority is subject to appropriate assessment in accordance with the Guidance *Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, 2009*² and is assessed in accordance with Article 6 of the Habitats Directive in order to avoid adverse impacts on the integrity and conservation objectives of the site.

These objectives will apply to all plans and projects whether public or private and across all sectors of development.

Kilkenny County Council is the competent authority and an appropriate assessment has been carried out for this LAP³.

¹ EU, [Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment](#), Article 1

² *ibid*

³ The Department of the Environment, Community and Local Government *Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, 2009*

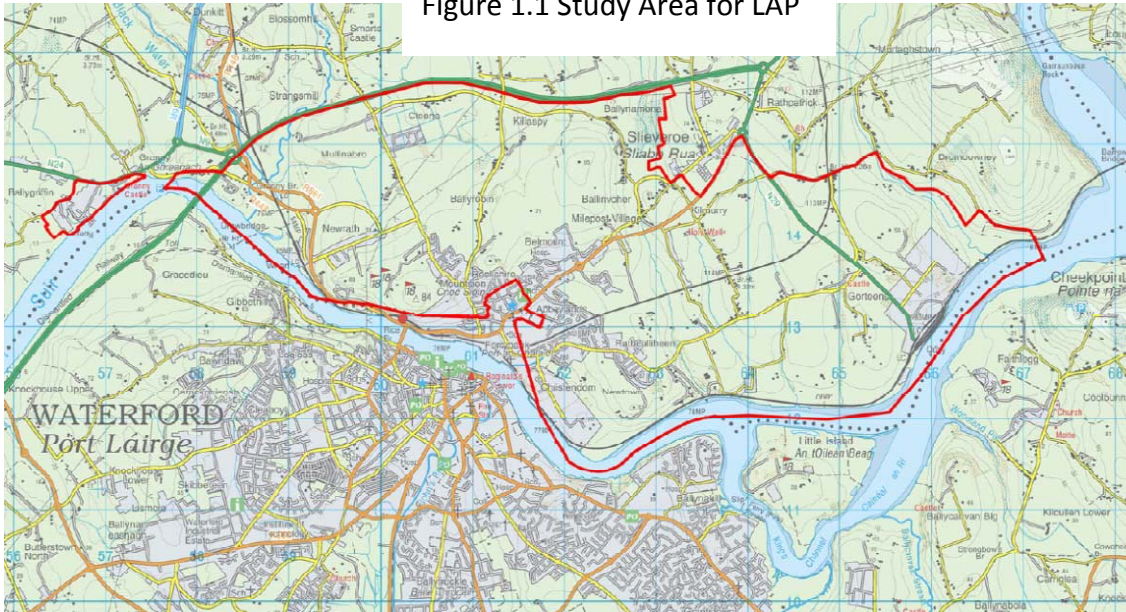
1.6 Extent of Local Area Plan study area

This LAP covers the area stretching from Granny/Grannagh in the west to Belview in the east and from the administrative boundary with Waterford City to the line of the Waterford City bypass. This study area corresponds to the PLUTS boundary, see Section 1.9 below, and the boundary extent allows the Council to take an appropriately strategic approach to the future expansion of the whole area. The area also includes the village of Milepost (See Figure 1.1, Study area for LAP). It excludes the village of Slieverue, which is included in the County Development Plan. The list of townlands contained within the Plan area is set out below.

Electoral Division in Plan area	Townlands
Kilculliheen (all)	Newrath Ballyrobin Mountmisery Mountsion Rockshire Belmount Ballinvoher Abbeylands Christendom Newtown Rathculliheen
Aglish (partial*)	Granny
Rathpatrick (partial*)	Kilmurry Rathpatrick Drumdowney Upper Drumdowney Lower Gorteens
Dunkitt (partial*)	Dunkitt Strangsmill Mullinabro Cloone Ballymountain Killaspy Ballynamona

*not all of the ED is located within the Plan area

Figure 1.1 Study Area for LAP



1.7 Structure of the Plan

The Plan consists of a written statement and accompanying maps. **The entire Plan is a statement of Council policy.** It must be noted that each chapter is not a stand-alone chapter, but should be read in conjunction with all other chapters. Where appropriate, the Plan is cross-referenced to the County Development Plan.

In assessing any development in the area, the overall context will be informed by all relevant sections, including the settlement strategy, housing, community, economic, heritage and infrastructure considerations. Therefore, no one item takes precedence over another, but rather all plan provisions converge, founded as they are on the goal of sustainable development.

Objective:

1C To implement the Development Management Standards as set out in the Local Area Plan and County Development Plan as appropriate.

1.8 Plan preparation process

The preparation of the LAP consisted of a number of stages; including reviewing the *Ferrybank-Belview LAP 2009*, gathering background data, surveying the changes and new developments that occurred since the adoption of the last plan and public consultation.

The Plan preparation process is an iterative one and a flood risk assessment (FRA), Appropriate Assessment (AA), and Strategic Environmental Assessment (SEA) were all carried out in tandem with the plan.

The preparation process also relies on the involvement of the public to inform and strengthen the plan. During 2015, a public consultation meeting was held in the Abbey

Community College on 18th February; this meeting was held in conjunction with Waterford City and County Council, as part of their consultation on their Local Economic and Community Plan. In addition to the information gathered at the meeting, submissions were invited in relation to the plan review during February – March 2015.

Following a significant amount of background work, a pre-draft Issues Paper was published in March 2016. This addressed the submissions received during Spring 2015. Submissions on the Issues Paper were invited until April 15th 2016.

A Draft Plan was published in June 2017 and submissions were invited until the 4th August 2017. The *Chief Executive’s Report on Submissions received to the Draft LAP* was published in September 2017. Material Alterations to the Draft LAP were then published in October 2017, with submissions invited until the 3rd November 2017. The *Chief Executive’s Report on Submissions received to the Proposed Material Alterations to the Draft Ferrybank-Belview Local Area Plan* was published in December 2017. The LAP was then adopted at the Council meeting on the 18th December 2017.

There was significant co-operation between the Planning Departments of Kilkenny County Council and Waterford City and County Council in the formulation of this Plan, with regular meetings at which views were exchanged.

All of these factors and inputs fed into the preparation of the LAP. The diagram below sets out the stages of making a LAP, from preparation to plan adoption.

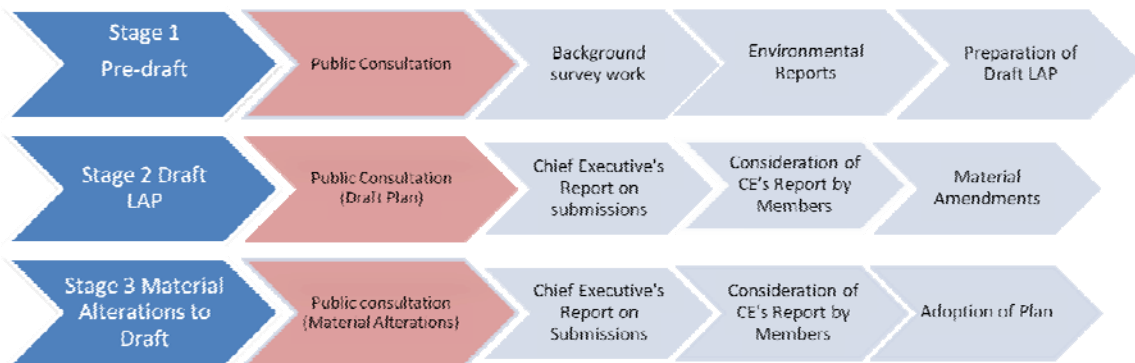


Chart 1- Stages of Local Area Plan Preparation

1.9 Strategic Context

A number of relevant policy documents have been taken into account during the preparation of this LAP, and these are set out below.

National Spatial Strategy 2002-2020/National Planning Framework

Waterford City is designated as a “gateway” for the southeast region. The [National Spatial Strategy](#) (NSS)⁴ sets out that there is substantial potential for the enhancement of critical mass through the further expansion of Waterford City, and Belview port. This enhancement could also be supported by improving connections from Waterford City to towns in the surrounding counties, and from Waterford City to cities such as Dublin, Cork and Limerick. The strengthening of the position of Waterford City should ensure that the area emerges as a strong driver of balanced regional development.

In 2002 the NSS projected that the population of the southeast region would be 440,000 by 2020, of which 138,000 could be located in Waterford City and its hinterland. (Note: hinterland is defined as those areas within which significant numbers of persons journey to the city for work from surrounding areas).

The NSS is due to be replaced by the National Planning Framework (NPF) in 2017. The consultation process for the NPF commenced in January 2017. The development of Waterford City as a significant regional capital within the South East Planning area has been proposed in a joint submission to the NPF by Kilkenny County Council, Waterford City and County Council, Wexford County Council, Carlow County Council and Tipperary County Council. This LAP supports and provides for that concept.

Once published, the recommendations of the NPF will be examined to establish any implications for this LAP.

South-East Regional Planning Guidelines 2010-2022

The strategic policies and objectives set out in the [South East Regional Planning Guidelines](#)⁵ (RPGs) form the backdrop for socio-economic planning by national and regional agencies.

The RPGs set out population figures for Waterford City and Environs. They revised the population projections from the NSS and projected that the region would reach a population of 580,000 by 2022 and that Waterford city would reach 62,500 by 2022⁶. They set out an allocation of 6,500 population for the environs of Waterford in Co. Kilkenny by 2022 and this target has been used for the purposes of the core strategy (see Chapter 2).

The NPF will inform the preparation of Regional Spatial and Economic Strategies. The [South East Regional Planning Guidelines](#) will be replaced by the Southern Regional Spatial and Economic Strategy. Once published, the recommendations of the RSES will be examined to establish any implications for this LAP.

⁴ Department of the Environment and Local Government, [The National Spatial Strategy 2002-2020, People, Places and Potential](#), 2002

⁵ South East Regional Authority, Regional Planning Guidelines for the South East Region 2010-2022, 2010

⁶ National Population Projections and Regional Population Targets 2010-2022 (2009) and Regional Planning Guidelines Review – Gateway and Hub Population Targets (2009)

Waterford Planning, Land Use and Transportation Study 2004-2020

The Waterford Planning, Land Use and Transportation Study (herein referred to as the PLUTS)⁷ sets out a strategy for the balanced and sustainable growth of Waterford, while providing a high quality of life for its inhabitants over the next twenty years. The principal features included in the PLUTS strategy include:

- Provision for a population increase of almost 30,000 people, or 57% population growth, in Waterford City and Environs between 2004 and 2020;
- Investment needed for almost 12,800 new jobs, or 46% growth, by 2020;
- Requirement for approximately 11,500 new dwellings located both north and south of the River Suir;
- Significant retail expansion in the expanding City Centre;
- A downstream river crossing to facilitate the extension of the Outer Ring Road northwards to the N25;
- A new city centre bridge for pedestrians and cyclists which will link the redeveloped North Quays with the existing City Centre;
- Provision of a rail-passenger platform on the North Quays as part of a new Public Transport Interchange;
- Development of a high-quality bus-based public transport system in the City supported by Park and Ride facilities located north and south of the River linking with the Belview Port area;
- Expansion and improvement of the South-East Regional Airport with an extended runway, more operators and improved transport linkages.

The PLUTS proposed to bring the North Quays and the Northern Suburbs fully into the social and economic domain of the City. In doing so, the study advocated that growth in Waterford City and Environs be distributed between the north and south sides of the River Suir in the ratio of approximately 2:3 respectively over twenty years. It was anticipated that a 50:50 balance would be achieved over a thirty year period.

Both Local Authorities remain committed to PLUTS, to its implementation and to any review.

Kilkenny County Development Plan 2014-2020

Kilkenny County Council is committed to the role of Waterford City as a Gateway. The Council will facilitate the continued development of the Waterford City environs (i.e. the Ferrybank-Belview area) and in particular the Belview Industrial area. These two areas are seen as having the potential to enhance the critical mass of Waterford City, the southern portion of County Kilkenny, and the region. It is a policy of the County Development Plan to implement the NSS and RPGs by encouraging developments into the environs of the Waterford Gateway. In addition, the County Development Plan seeks to develop the national role of Belview Port. The CDP also states that *“The Council in its approach to developing the Ferrybank/Belview area as an integral part of the Gateway City for the South East Region is conscious of maintaining the area’s social, cultural, sporting and political identity into the future”*.

⁷ Atkins, Waterford Planning and Land Use Transportation Study 2004-2020, 2004

Ferrybank-Belview: A Strategic Vision

The vision for the area is set out in Chapter 3 of the County Development Plan:

To ensure that the people of the Waterford City Environs in County Kilkenny enjoy a good quality of life with a high standard of education, excellent employment prospects and easy access to a full range of social, economic and cultural services. This will be achieved through integrated planning and cooperation with Waterford City Council, all the other authorities in the region, and other agencies, ensuring that Waterford and its Environs can compete internationally and maximise its potential as a gateway city serving the entire South East region.

Waterford City Development Plan 2013-2019

The overarching goal of the Waterford City Development Plan (WCDP) is for Waterford City to fulfil its role as a Gateway city and as the economic driver of the South East region.

The WCDP contains a Neighbourhood Strategy, which identifies six neighbourhoods, of which Ferrybank is one⁸, see Figure 1.2 Relationship of Plan area to Waterford. The WCDP contains two objectives specifically for the area of Ferrybank within the WCDP boundary, as follows:

- To extend the scheme of green routes to the Ferrybank Dual Carriageway and to realign and widen Abbey Road.
- To provide a riverside walk along the northern bank of the Suir as part of the redevelopment of the North Quays, from Rice Bridge to the City boundary

The need for a small park and playground within Ferrybank was also identified.

In relation to the port, Objective 3.0.7 states that the WCDP will “promote and develop the national role of the Port of Waterford and Belview Industrial Zone”. In relation to the North Quays, the WCDP states that any development proposal at the North Quays shall generally conform with the principles and structures set out in the Urban Design Framework Plan, 2008, see below.

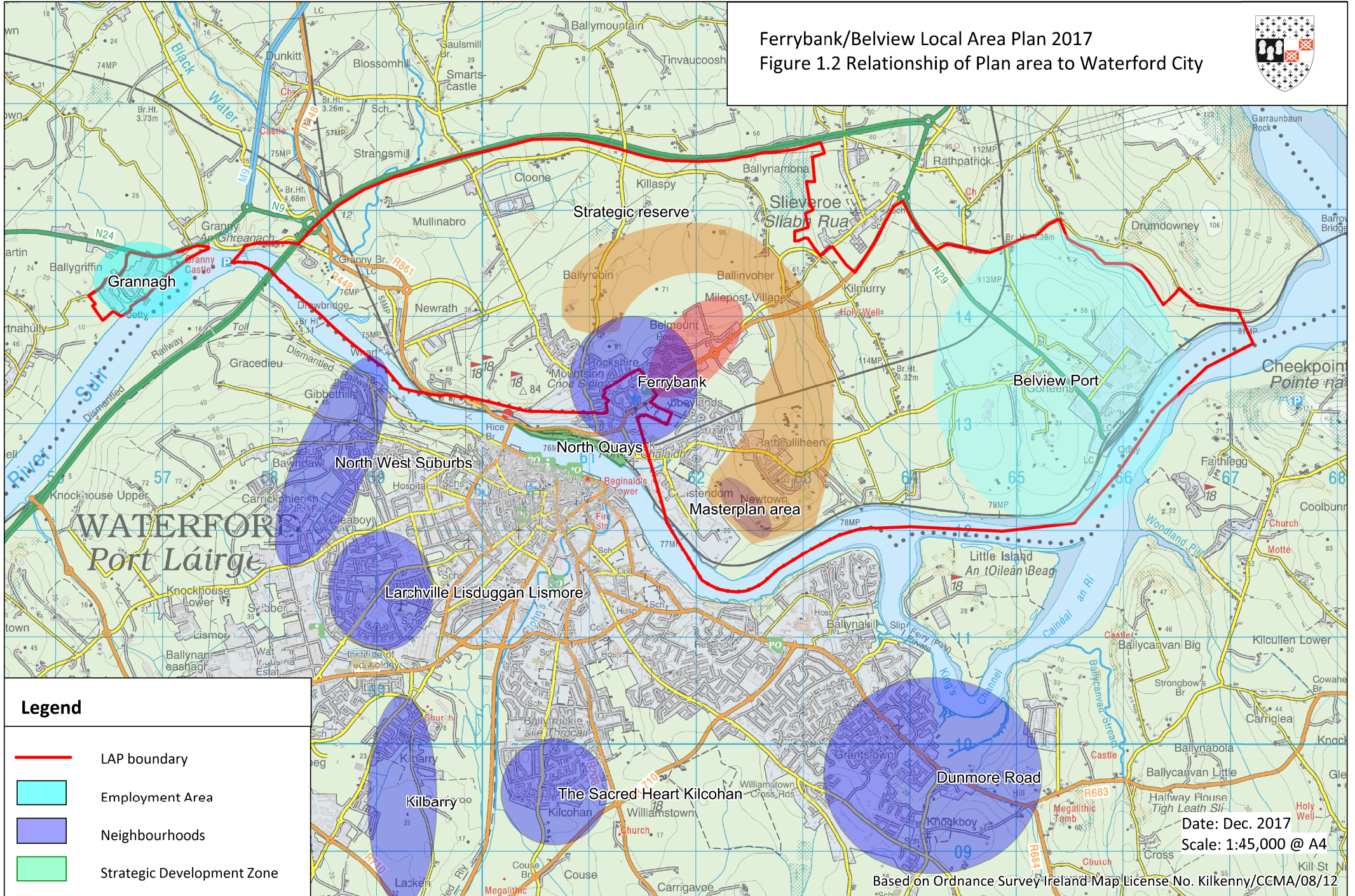
North Quays Strategic Development Zone

On the 20th January 2016, the North Quays area (approx. 8ha) to the north of the River Suir was designated as a site for the establishment of a Strategic Development Zone (SDZ)⁹ (See

⁸ Waterford City Council, Waterford City Development Plan 2013-2019, Section 7.3.7

⁹ <http://www.irishstatutebook.ie/eli/2016/si/30/made/en/print>

Ferrybank/Belview Local Area Plan 2017
 Figure 1.2 Relationship of Plan area to Waterford City



- Legend**
- LAP boundary
 - Employment Area
 - Neighbourhoods
 - Strategic Development Zone

Date: Dec. 2017
 Scale: 1:45,000 @ A4

Based on Ordnance Survey Ireland Map License No. Kilkenny/CCMA/08/12

Figure 1.2). The North Quays will require the preparation of a planning scheme, for which pre-draft submissions were invited until the 31st March 2016. Kilkenny County Council has engaged with Waterford City and County Council in the preparation of the planning scheme. The aim of the North Quays SDZ will be to create a sustainable, modern and innovative extension to connect the city centre and the Ferrybank area. This site has the potential to become the catalyst in the future expansion of Waterford city, comprising a mixed use, large scale scheme, to complement the city centre.

Kilkenny County Council has engaged with Waterford City and County Council during the preparation of this LAP to ensure that any future planning scheme for the North Quays will maximise the connectivity between Ferrybank and the SDZ (City Centre) and that the policies and objectives of the LAP are compatible with the provisions of the emerging planning scheme for the SDZ.

Objective:

1D To maximise the connectivity between Ferrybank, the City Centre and the North Quays SDZ and to take account of the opportunities afforded by the planning scheme for the SDZ.

1.10 Vision

Having considered all of the relevant policy documents, the vision for the area has been reframed as follows:

To ensure that the people of the Waterford City Environs in County Kilkenny enjoy a good quality of life with a high standard of education, excellent employment prospects and easy access to a full range of social, economic and cultural services. Through integrated planning and cooperation with Waterford City and County Council, all other stakeholders in the region, ensuring that Waterford City will fulfil its role as a Gateway city and as an economic driver of the South East Waterford City region, and facilitating the provision of key investment priorities and ensuring that development takes place in a balanced, sustainable, transport friendly, attractive manner with good quality of life and opportunities for the people of the City, environs and the region.

Objective:

1E To seek to implement in full the provisions of the Waterford Planning Land Use and Transportation Study 2004 (PLUTS) and any review thereof undertaken.

1Eb To engage with the NTA in the preparation of any Transportation Strategy for the area.

1F To examine the recommendations of the National Planning Framework and the Regional Spatial and Economic Strategy for the Southern Assembly and establish any implications for the Local Area Plan and make amendments as appropriate.

1.11 Strategic Context Objectives

- 1A To implement the provisions of Articles 6(3) and 6(4) of the EU Habitats Directive.
- 1B To ensure that any plan or project within the functional area of the Planning Authority is subject to appropriate assessment in accordance with the Guidance *Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, 2009*¹⁰ and is assessed in accordance with Article 6 of the Habitats Directive in order to avoid adverse impacts on the integrity and conservation objectives of the site.
- 1C To implement the Development Management Standards as set out in the Local Area Plan and County Development Plan as appropriate.
- 1D To maximise the connectivity between Ferrybank, the City Centre and the North Quays SDZ and to take account of the opportunities afforded by the planning scheme for the SDZ.
- 1E To seek to implement in full the provisions of the Waterford Planning Land Use and Transportation Study 2004 (PLUTS) and any review thereof undertaken.
- 1Eb To engage with the NTA in the preparation of any Transportation Strategy for the area.
- 1F To examine the recommendations of the National Planning Framework and the Regional Spatial and Economic Strategy for the Southern Assembly and establish any implications for the Local Area Plan and make amendments as appropriate.

¹⁰ ibid

2 Core Strategy & Zoning

2.1 Context

A Development Plan must contain a “Core Strategy” which shows that the development objectives in the Development Plan are consistent, as far as practicable, with national and regional development objectives set out in the National Spatial Strategy and Regional Planning Guidelines.

The current Ferrybank LAP was adopted in 2009. The *Regional Planning Guidelines for the South-East Region* (RPGs) were adopted in 2010, and these projected a population for Ferrybank (Waterford Environs) of 6,500 by 2022.

Chapter 3 of the County Development Plan 2014-2020 contains the Core Strategy. Although the RPG projections had not changed since 2010, new Census figures for the county had been released in 2011. In compliance with the RPGs, the 2014 County Plan allocated a total of 22 hectares for Ferrybank/Belview for the period 2014-2020. This revised allocation must now be taken into account in the review of the Plan.

2.2 Population projections

The population projections for Waterford City (and County Kilkenny) are set by the [Regional Planning Guidelines for the South East Region](#)¹¹, which were adopted in 2010 for the period 2010 – 2022. The targets set for Waterford City and County Kilkenny are set out in Table 2.1 below.

	2010	2016	2022
Kilkenny County	96,872	105,598	111,903
Waterford City	48,500	51,000	56,000 ¹²
Ferrybank/Belview	4,000	5,000	6,500

Source: [South East Regional Planning Guidelines, 2010](#)

The Kilkenny County Development Plan (CDP) 2014-2020 incorporated the RPG targets in its Core Strategy and allocated a population of 1,125 for Ferrybank for the period 2014-2020. This translated into a land requirement of 22 hectares as set out in Table 3.4 Core Strategy of the CDP. It must be noted that this population allocation did not relate to the entire area of the LAP, but to the area contiguous to the Census boundary for the settlement of “Suburbs of Waterford in Co. Kilkenny”, see Figure 2.1a.

¹¹ South East Regional Authority, [Regional Planning Guidelines for the South East Region 2010-2022](#), 2010

¹² This comprised 55,000 within Waterford City’s administrative area, and 1,000 in Waterford County, and since 2014 these were amalgamated into Waterford City and County Council.

To establish what level of population increase the Plan will cater for, a current population estimate is required.

2.3 Population estimate for the Plan area

The Plan boundary does not correspond exactly to a Census boundary. The Census enumerates by Electoral Division (ED), and by settlement.

The Census enumerates the settlement of Waterford in two parts; Waterford and the “Suburbs of Waterford in Co. Kilkenny” (this area was allocated a population of 6,500 under the RPGs). The Census settlement boundary is outlined on Figure 2.1a in black. The LAP area, which encompasses a large area from Grannagh right across to the estuary at Cheekpoint is shaded in blue.

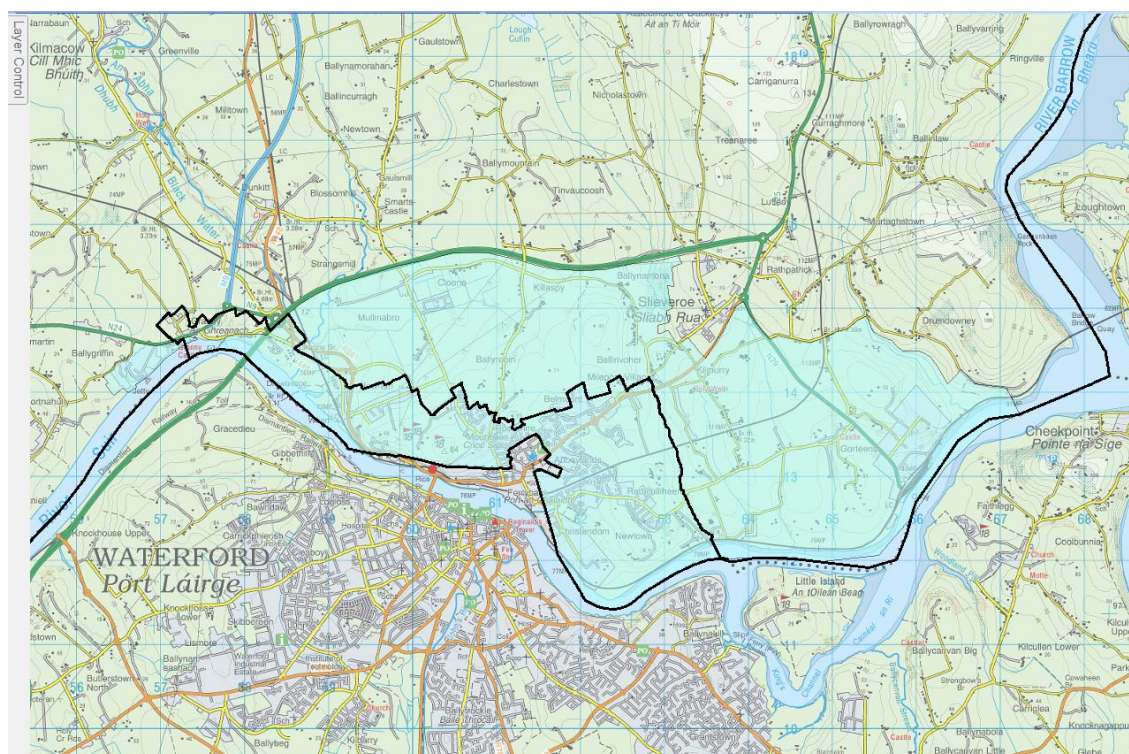


Figure 2.1a: Boundary of Waterford Suburbs in black shown against the Plan area shaded in blue.

The plan area contains four EDs, as shown with a purple outline in Figure 2.1b; Kilculiheen is entirely within the Plan area, Rathpatrick is to the east, Dunkitt is to the north, and Aghlish is to the west.

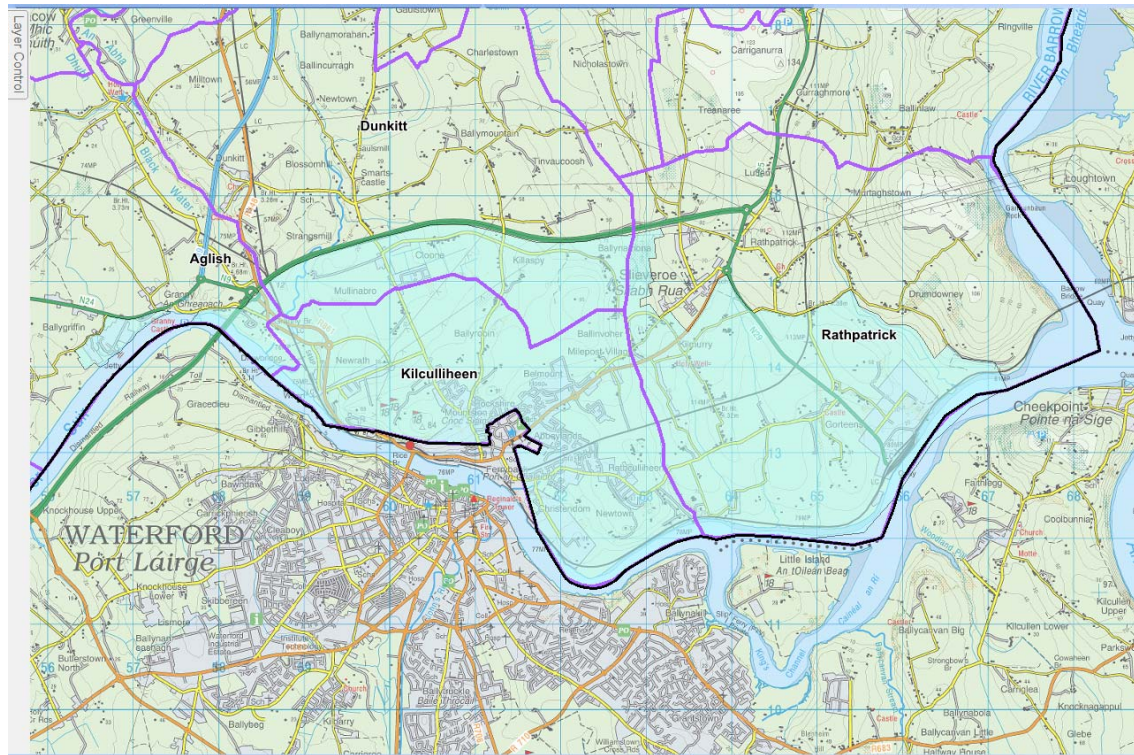


Figure 2.1b: EDs in the Plan area

As Kilculliheen makes up the bulk of the “Waterford Suburbs in Co. Kilkenny” as defined by the Census, it is reasonable to use the population figure for the Kilculliheen ED as an estimate of the population for 2016. The population of Kilculliheen in 2016 is 5,246.

Although Kilculliheen does not extend to the full area of the LAP, this will be the area used for Core Strategy purposes. The LAP area outside Kilculliheen is mainly zoned as agricultural and open space, and has little potential for significant population growth. Similarly, the Belview Industrial area is to accommodate port related and industrial development; there is very limited potential for future residential development in this area.

The results from the 2016 Census released to date do not enumerate by settlement, but only by ED. This shows that the ED of Kilculliheen increased by 9% from 2011 to 5,246. The ED’s of Rathpatrick and Dunkitt experienced slight population decreases (-4% and -3.9% respectively) but Aglish ED increased by 1.3%. See Table 2.2.

Table 2.2: Population of EDs contained (wholly or partially) within Plan area 2011-2016

	2011	2016	% growth
Kilculliheen	4,811	5,246	9.04%
Rathpatrick	1,140	1,095	-3.95%
Aglish	871	883	1.38%
Dunkitt	1,058	1,015	-4.06%

Source: CSO, 2011-2016

2.4 Land Requirement

The target allocated by the RPGs of 6,500 to 2022 related only to the area within the CSO boundary for “Waterford Suburbs in Co. Kilkenny”. The population for Kilculliheen in 2016 is 5,246. Utilising this population figure, the Plan should cater for a population increase of 1,254 people to 2022 (6,500-5,246). The average household size for urban areas in County Kilkenny was 2.57 in 2011. Applying this average household size, a total of 488 households should be catered for.

The Development Plan Guidelines (DoEHLG, 2007) state that planning authorities should ensure that at the time they make a plan, enough land should be available to meet residential needs for at least the next nine years. In terms of units therefore, 488 units plus 50% over-provision results in a requirement **for 732 units**.

Two other points are of note. First, the Plan term is one year beyond the projection year of 2022 as used by the RPGs. On the basis that 732 units would provide from 2016 to 2022, this equates to a rate of 122 units per year. For this Plan term to 2023, then **854 units** is considered appropriate. This figure is also considered reasonable given the fact that the plan boundary encompasses a broader area than the area covered by the Kilculliheen ED, therefore there must be some small allowance for additional units. Applying an average density of 30 units per hectare, 854 units equates to approximately 28 hectares of land. This requirement is based on an average density. In this plan there is a range of densities employed, depending on location, ranging from low density in the Arcadian zoning to the higher density of Urban Village.

2.5 Development Strategy

The approach taken in this LAP is to concentrate development to the north and south of the Belmont Road, to consolidate the core of the area. Most of the community facilities in the plan area are already located here (church, school, crèche, shops), and a new park will be provided adjacent to Aylesbury. A school site (which can accommodate primary and secondary) has been designated here also. (See Chapter 10 for the road and traffic management proposals.)

The principles underlying the development strategy and the selection of sites for development are as follows:

- National/Regional/Local Policy Context (i.e. the NPF/NSS, RPGs, PLUTS, County core strategy etc.)
- Demographic and socio-economic trends
- Assessment of need for housing
- Water, drainage and road infrastructure (existing and planned)
- Flood Risk Assessment
- Supporting infrastructure (social, community and commercial, both existing and planned)
- Physical suitability

- Environmental policy (ground and surface water quality, flooding, etc.)
- Heritage policy
- Sequential approach (zoning should extend outwards from the core of an urban area, with undeveloped lands closest to the core and public transport routes being given preference. In addition, areas to be zoned should be contiguous to existing zoned development lands)

The proposed development strategy is based on the principles of sustainable development as outlined above, in addition to the planning histories and the likelihood of sites coming forward for development.

Figure 2.2, Core Strategy, depicts the broad development strategy for the Plan area, showing the employment areas to the east and west, and the focus for development around the Belmont Road.

2.5.1 Longer term horizon

Over the longer term, Christendom is identified as the next logical extension to the plan area. At present, the Christendom area suffers from poor connectivity, with only one main connection from Abbey Road to the R711 at Fountain Street. This Plan will provide for an increase in north-south connections to prepare for the development of the Christendom area over a longer horizon, and the connection from the 'third' river crossing included in the 2004 PLUTs and any revisions thereof.

As development in this area would be dependent on infrastructure derived from the PLUTs, this Plan identifies this area to be planned collaboratively with WCCC. These are not 'zoned' lands for the lifetime of this plan, but they illustrate the longer term planning horizon. In advance of this land being developed, the Council will formulate detailed Masterplans as necessary to guide the co-ordinated and sustainable development of this area, see Figure 2.2 Core Strategy.

During the plan period, undeveloped land to the south of the former New Ross railway line (Greenway) is designated as strategic reserve. The strategic reserve zoning is intended to prevent inappropriate development taking place, which could prejudice the long term expansion of the area.

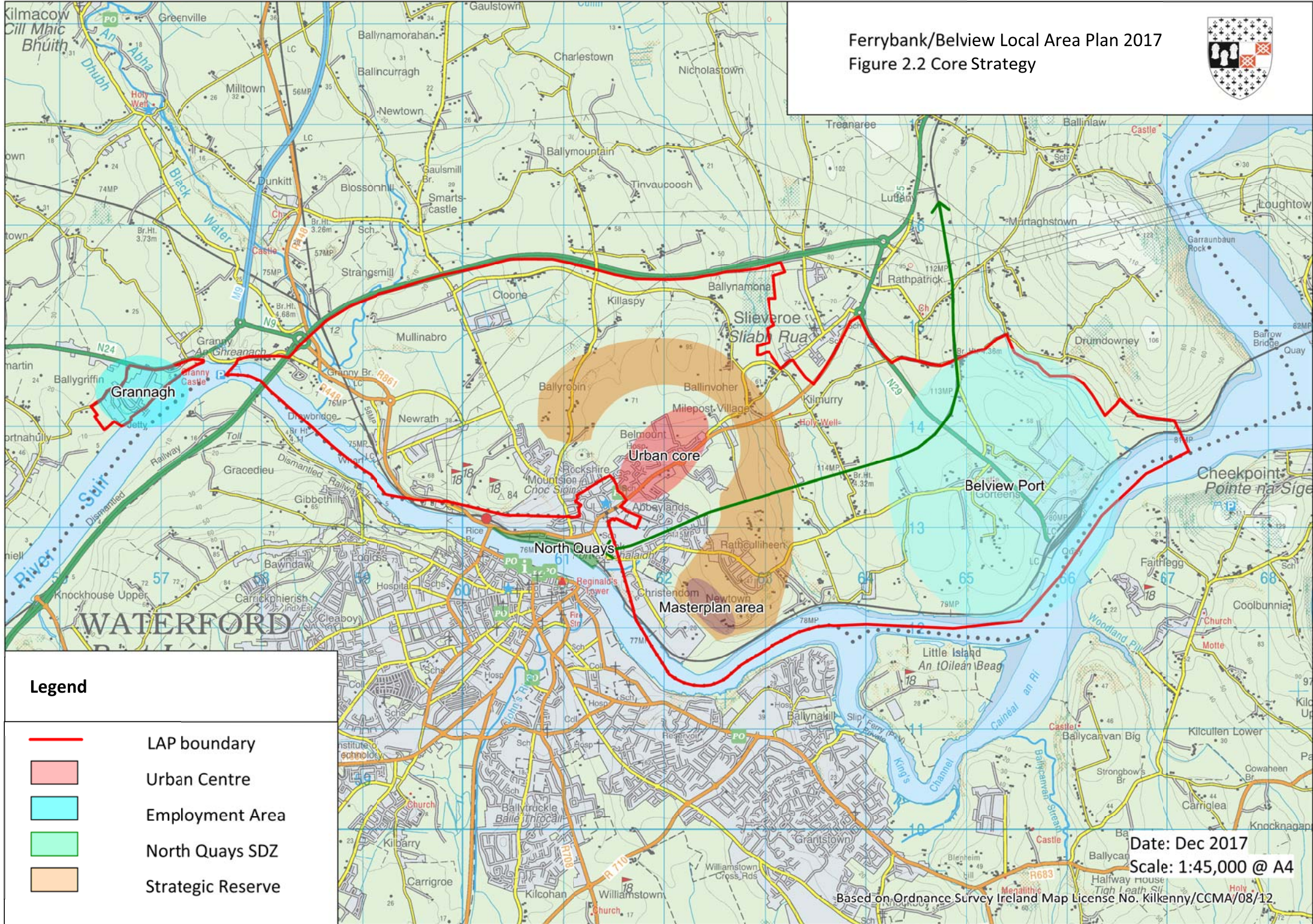
2.6 Proposed Core Strategy

This LAP proposes to zone 36.7 hectares of land for new residential development, spread between residential and mixed use zones, see Figure 2.3 Land Use Zoning¹³. This can accommodate 910 units.

The indicative density standards for each zone are set out below. It is important to note that these are not prescribed residential density standards; rather they are indicative of what densities would be acceptable at various locations in the plan area.

¹³ The 2009 LAP as amended provided for 53 hectares of Phase 1 lands.

Ferrybank/Belview Local Area Plan 2017
Figure 2.2 Core Strategy



Legend

- LAP boundary
- Urban Centre
- Employment Area
- North Quays SDZ
- Strategic Reserve

Date: Dec 2017
Scale: 1:45,000 @ A4

Based on Ordnance Survey Ireland Map License No. Kilkenny/CCMA/08/12.

Higher densities must not be achieved at an unacceptable amenity cost to surrounding dwellings and to residents of the proposed development.

Urban Village 35+ units per hectare / 14+ per acre
(Maximum 60% of the land area to be allowed for residential needs across the entirety of the Urban Village zoning, not on a site by site basis)

It is the purpose of this zone to create a focus for the plan area by encouraging and providing residential, retail, commercial and office, cultural and other uses appropriate to the centre of a developing neighbourhood. (Higher densities will be promoted here, in combination with a mix of uses: maximum 60% of the land area to be allowed for residential needs). The optimal location for retail will be in the existing District Centre.

Opportunity Site

To allow for a mixed use development with a broad range of uses, primarily based around a tourism/recreational function subject to the preparation of an overall design framework/Masterplan for the entire site. It is not intended that residential would form the primary use, but that a proportion of the uses, would be residential.

Residential Arcadian 1-5 per hectare / 0.4-2 per acre

This zoning allows for new residential development and other services incidental to residential development. While housing is the primary use in zone, childcare facilities and recreation will also be considered.

Residential Low Density 15-20 per hectare / 6-8 per acre

This zoning allows for new residential development and other services incidental to residential development. While housing is the primary use in this zone, childcare facilities and recreation will also be considered.

Residential 20-40 units per hectare / 8-16 per acre

This zoning allows for new residential development and other services incidental to residential development and reflects the densities which exist in existing housing developments at these locations. While housing is the primary use in this zone, childcare facilities and recreation will also be considered.

The breakdown of capacity for these zones is set out in Table 2.3.

Table 2.3 Capacity of land zoned for housing units				
Zone	Area hectare	Estimate of housing yield for purpose of core strategy	Density (units/hectare)	Total unit capacity
Opportunity site*	5.34	10%	12	6
Residential	23.2	100%	35	812
Urban Village	1.5	60%	35	32
Residential (Low Density)	1.8	100%	20	37
Arcadian	4.9	100%	5	25
Total	36.74			910

*5.34 hectares is not the full extent of the Opportunity site zoning, but an area of the site deemed appropriate for residential development.

It must be noted that the total capacity of 910 units is indicative, as the density of each development will vary (within the acceptable range) depending on the design, site conditions etc.

As outlined in Section 2.4 above using the targets given under the South East Regional Planning Guidelines, a land requirement of 28ha with a capacity to deliver 854 units is identified. This Core Strategy proposes 36.7 ha with a potential for 910 units. This is considered reasonable given that the RPG target is a minimum target for the Gateway, the excess at 56 units is just 6.5% above the land requirement set out in Section 2.4.

2.7 Zoning

Figure 2.3 Land Use Zoning, and Figure 2.4 Development Objectives, should be examined in conjunction with Appendix 1: List of Appropriate Uses in Land Use Zones. This list outlines appropriate uses for each zoning category.

2.8 Core Strategy Objective (see Figure 2.4 Development Objectives)

2A: Following completion of the services and more than 75% of the houses (i.e. more than 42 units), consideration will be given to additional housing on the adjacent strategic reserve lands notwithstanding the strategic reserve designation subject to the proper planning and sustainable development of the area.

3 Area identity

3.1 Historical Development

Early records of settlement in Ferrybank document the foundation of an Augustinian nunnery in 1151 in Abbeylands by Dermot MacMurrough, King of Leinster. Its role came to an end with the Act of Suppression in April 1540 and dissolution of the monasteries. Within 20 years all this property came into the ownership of Waterford Corporation¹⁴.

The name Ferrybank owes its origins to the ferry which connected Ferrybank to Waterford City, also providing an important economic link between the provinces of Leinster and Munster. The existence of the ferry is recorded on the Scale and Richards map in 1764¹⁵. The ferry service ceased operating in 1952¹⁶.

A Boston Architect, Lemuel Cox recruited local woodworkers to build a wooden bridge across the Suir, which was completed in 1794¹⁷. This bridge, referred to locally as “Timbertoes”, was a privately owned toll bridge until it was purchased by Waterford Corporation in 1907 and the tolls were abolished¹⁸.

Bill Irish notes that the water-depth and sheltered location of Ferrybank, nearby supply of timber, together with the increasing number of ships trading through the port made this a suitable location for the shipbuilding industry¹⁹. White’s dockyard opened in 1820; over 60 ships were built, and several hundred vessels were repaired at the yard between 1820 and 1873. This was located at what is now Dock Road, formerly Sion Row. Penrose’s dockyard (opposite Rockshire Road) operated for over twenty years and was productive up to about 1880. Irish also states that in the mid-nineteenth century Ferrybank ‘was a tight-knit community of 600-700 people, almost all of whom depended on the docks and shipyards for their livelihood’²⁰. The three OS maps (Figures 3.1-3.3) illustrate the development of the area.

The construction of the railway in the 1830’s linked Ferrybank to Rosslare and to Limerick Junction²¹. A number of institutions to serve the people of Ferrybank emerged during the nineteenth century. In 1879 the Sacred Heart of Mary order of nuns began teaching in their newly built convent in Ferrybank. Shortly afterwards the Brothers of Charity started St. Patrick’s Institution hospital at Belmont Park. In 1834 the first Roman Catholic Church was built by the Barron family in Ferrybank, that

¹⁴ <http://www.munster-express.ie/opinion/over-ferrybank-way/>

¹⁵ O’ Neill, Michell M. *Reminiscences of Waterford*, Modern Printers Ltd., Kilkenny, 1997, p13.

¹⁶ <http://www.munster-express.ie/opinion/over-ferrybank-way/>

¹⁷ Irish, Bill. *Shipbuilding in Waterford 1820-1882 A Historical, technical and pictorial study*. Wordwell Ltd. Bray, 2005.

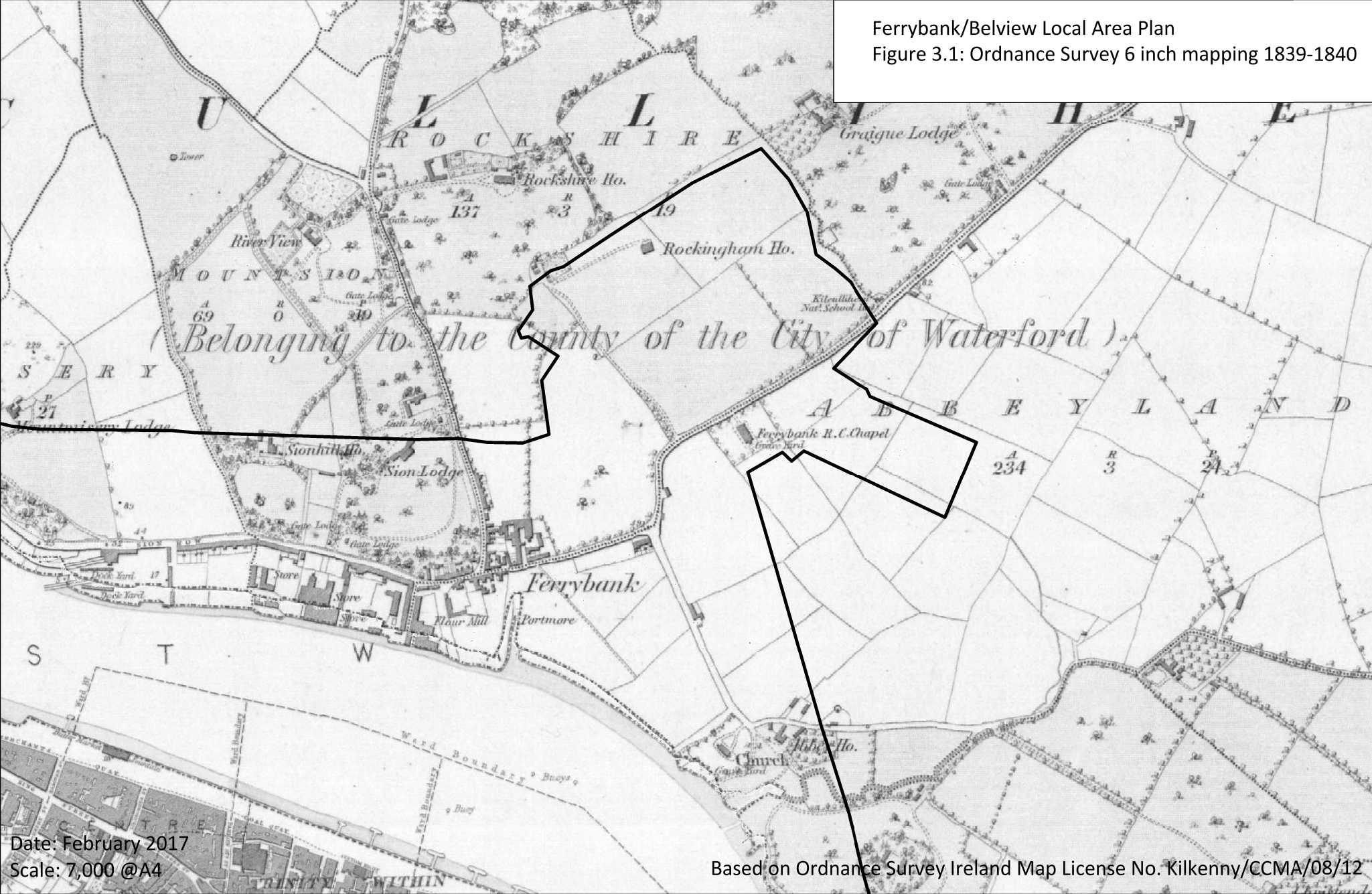
¹⁸ Good Counsel School Ferrybank - the girls of 5th class, as part on an artist-in-residency with Anne Farrell. *Life down the bank 1945-1998*, Waterford Corporation, The Arts Council, 1998.

¹⁹ Irish, Bill. *Shipbuilding in Waterford 1820-1882 A Historical, technical and pictorial study*. Wordwell Ltd. Bray, 2005, p31.

²⁰ Ibid p96.

²¹ http://www.ferrybank.ie/ferrybank_history.html © S De Paor

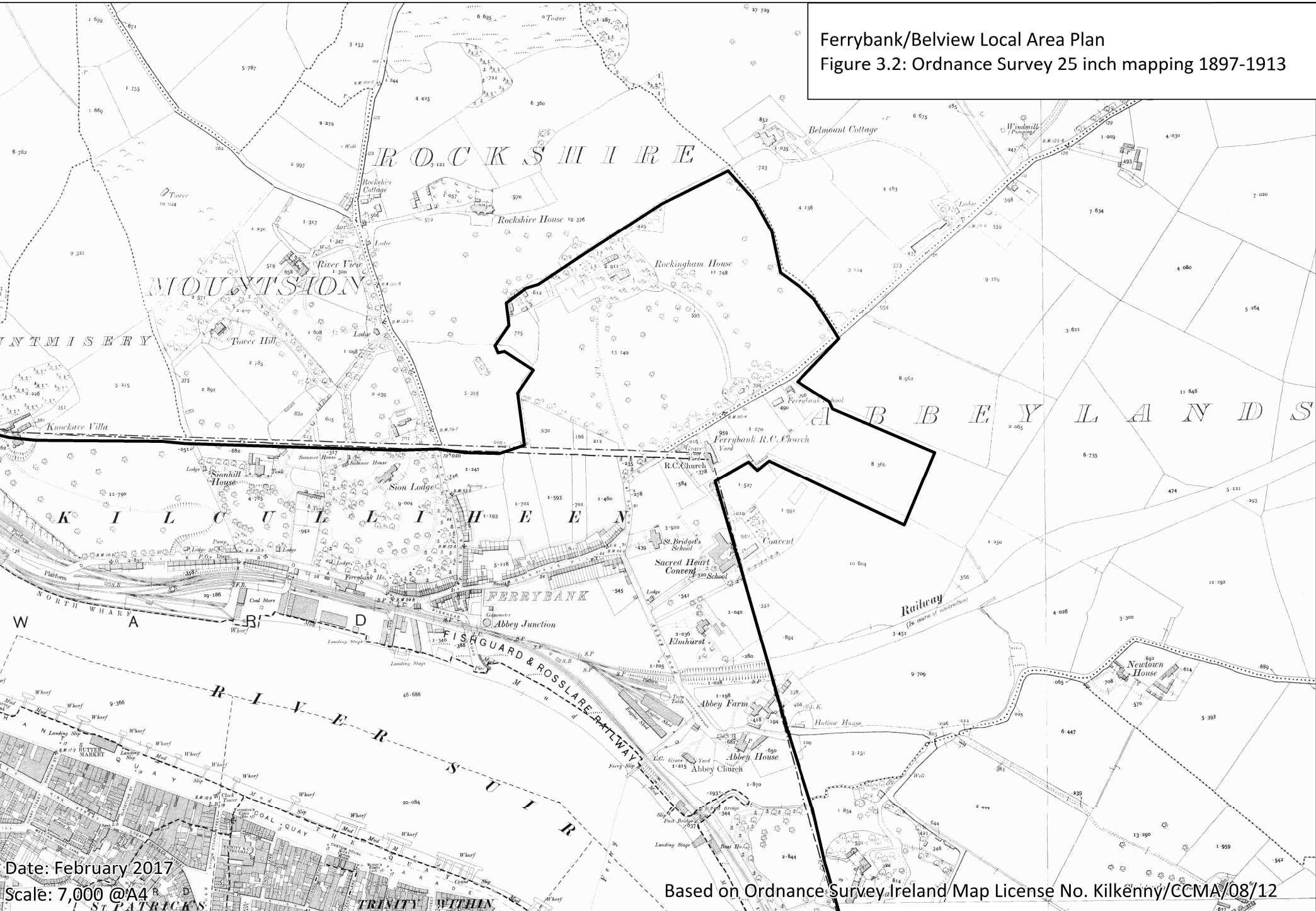
Ferrybank/Belview Local Area Plan
Figure 3.1: Ordnance Survey 6 inch mapping 1839-1840



Date: February 2017
Scale: 7,000 @A4

Based on Ordnance Survey Ireland Map License No. Kilkenny/CCMA/08/12

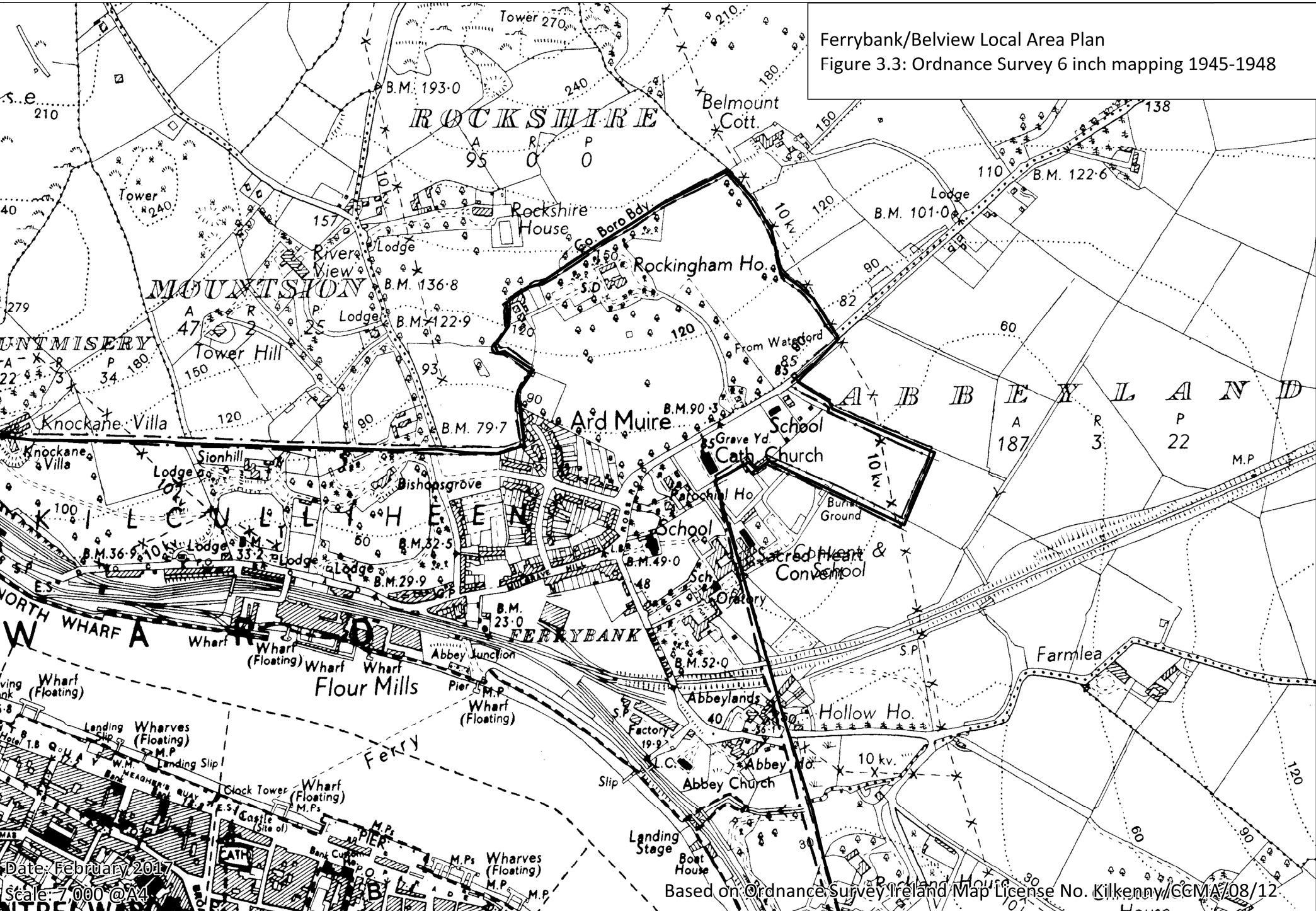
Ferrybank/Belview Local Area Plan
Figure 3.2: Ordnance Survey 25 inch mapping 1897-1913



Date: February 2017
Scale: 7,000 @A4

Based on Ordnance Survey Ireland Map License No. Kilkenny/CCMA/08/12

Ferrybank/Belview Local Area Plan
Figure 3.3: Ordnance Survey 6 inch mapping 1945-1948



Date: February 2017
Scale: 7 000 @ A4

Based on Ordnance Survey Ireland Map License No. Kilkenny/GCMA/08/12

church was replaced by the current building in 1904²². Ferrybank remained the “chapel of ease” (the regular ecclesiastical title applied to auxiliary or subordinate churches within a parish) to Slieverue until it was constituted a parish in its own right in 1970. The Barron family of Belmont Park contributed significantly to the building of churches and schools in Ferrybank²³; and Belmont Park an area of some 120 acres eventually came into the ownership of the Brothers of Charity²⁴, see Chapter 6.

In 1901 the population of the village was 853 people most of whom earned a living on the docks or on the railway²⁵. The wooden bridge was ‘replaced in 1913 by an iron and concrete structure known as Redmond Bridge and this bridge was then replaced in 1985 by the current structure known as Rice Bridge named after Brother Edmund Ignatius Rice founder of the Christian Brothers²⁶. Ard Mhuire or Marymount was built in 1931 and Rockenham was built between 1951 and 1953 (both in Waterford’s administrative area)²⁷.

By April 1927, a new factory originating from the co-operative movement began operating in Christendom. Clover Meats processed bacon and beef, and at its peak employed a workforce of 600 staff. Clover Meats ceased trading in 1984. Other significant industrial developments based along the waterfront included R&H Hall which imported grain at Hall’s Wharf and produced animal feeds, and Odlums Flour Mills operated from 1935 to 1978²⁸. Other smaller industrial activities in Ferrybank included the HMV radio and record factory and Tyresoles tyre factory both based on the Abbey Road²⁹.

3.2 Urban Structure

This plan encompasses a wide area which is diverse geographically and also in terms of land-use. It extends from the business park at Grannagh in the west to Belview Port to the east. The northern boundary of the plan area extends to the N25 Waterford City Bypass; to the south the area is bounded by the River Suir. The main road through the plan area is the R711 Ross Road/ Belmont Road, with the Rockshire Road and Abbey Roads extending to the north and south of this road; the main residential areas are located along these routes. The R448 Sally Park Road links Rice Bridge and the New Rath Road, which is characterised by linear development. To the north of Rice Bridge development has been constrained by the steep topography, with the land rising

²² http://www.ferrybank.ie/ferrybank_history.html

²³ www.Ferrybankparish.com

²⁴ Life down the bank 1945-1998. Explored, written and illustrated by the girls of 5th class Good Counsel School Ferrybank, as part on an artist-in-residency with Anne Farrell. Waterford Corporation, The Arts Council, p28 Sonia Kennedy.

²⁵ www.Ferrybankparish.com

²⁶ De Paor, S., http://www.ferrybank.ie/ferrybank_history.html

²⁷ <http://www.munster-express.ie/opinion/over-ferrybank-way/>

²⁸ Life down the bank 1945-1998. Explored, written and illustrated by the girls of 5th class Good Counsel School Ferrybank, as part on an artist-in-residency with Anne Farrell. Waterford Corporation, The Arts Council, Jimmy Searson p9

²⁹ De Paor, S. http://www.ferrybank.ie/ferrybank_history.html

steeply to 270ft above sea level; the Waterford Golf Club is the main land use in this area. Plunkett Station is located to the north of Rice Bridge; the railway line extends to the west and east of Rice Bridge, occupying the land along the banks of the River Suir.

The development of Ferrybank has been shaped to a large extent by its topography and relationship with the River Suir. The ferry crossing point and early shipbuilding industry saw the concentration of shipbuilding and industrial buildings along the waterfront. Industrial development in the twentieth century extended into Christendom.

Early residential development was located to the north of the old ferry crossing point, and extended further north with the development of the Ard Mhuire and Rockenham estates, and later with Abbey Park to the east along Abbey Road, in the 1970's.

Housing developed in a linear fashion along the Newrath Road and also along the minor roads in Gorteens, Killaspy, Kilmurry, Rathculliheen, Ballyrobin, Ballynamona and Ballinvoher.

During the 1990's and 2000's, significant residential development took place along the Mount Sion Road, the Rockshire Road, both north and south of the Ross Road, and also to both the north and south of the Abbey Road. These are private housing estates, primarily containing two-storey semi-detached houses.

3.3 Physical planning and Community Identity

Community identity is a multi-faceted issue, largely beyond the scope of a land use plan³⁰, however there are some physical elements that can contribute to the creation of identity. This includes using physical form (and uses) to create a sense of place.

The 2009 LAP acknowledged that the area's lack of formal and informal public spaces meant the area lacked a focal point. To remedy this, the LAP proposed an 'Urban Village' along the Belmont/Ross Road, to create a "Main Street" which would provide a focus for the area. The opening of the library in 2012 has begun this process, and this LAP will encourage the continuation of this.

3.3.1 Tidy Towns

The national Tidy Towns competition has had success in the nurturing of community spirit and identity. The Ferrybank Tidy Towns Committee entered the competition for the first time in 40 years in 2016. They designed and adopted a crest/logo, with two figures in a boat rowing together.

³⁰ The Ferrybank Community Development Strategic Plan 2015-2020 contains an Action to "Explore the development of a greater area identity project – across themes and in collaboration with all agencies and communities of Ferrybank. Should be creative, include branding and reflect the diversity of the population in Ferrybank".



The motto is 'An Tairbhe as Tarraingt le Cheile' which translates as '*The benefit of working together*' which is appropriate for all the people in Ferrybank coming together to work for the betterment of the entire area and for the local authorities cooperating to deliver services to improve the quality of life for all in Ferrybank, in both administrative areas.

3.3.2 The Urban Village

This plan aims to create an urban village in the Ferrybank area. The area stretching from the Waterford CCC boundary (St. Mary's School & District Centre & Library) eastwards to the Aldi shop at Belmont, will act as a Main Street, and focal point for the plan area. The location of the library and Area Office adjacent to existing community facilities such as the schools, church, shops and services means that it strengthens the present community infrastructure and creates greater footfall in the Ferrybank-Abbeylands area. As further uses in the Ferrybank District centre come on stream, it will consolidate this street as the heart of the area.

The downgrading of the Belmont Road to a regional road, the R711, allows for the needs of pedestrians, cyclists and public transport to be prioritised. The opportunity exists to create a landscaped main street, with public transport, and generous and pleasant provision for pedestrians, cyclists and public transport.

Principles of the Urban Village:

- To create a main street along the Belmont/Ross Road to encourage a sense of identity in the plan area and a focal point for the community
- To utilise urban design principles to contribute to the creation of a coherent and attractive Main Street as set out in Chapter 11.
- To sustain and increase the mix of community uses in this area, including the library and a public park
- To clearly demarcate the area through the use of appropriate signage and branding
- To provide for sustainable patterns of movement, with priority for pedestrians, cyclists and public transport

- To create an attractive street with traffic calming measures and pedestrian friendly spaces. This will be achieved through the preparation of an enhancement scheme to consider
 - Landscaping where opportunities exist
 - Public parking for bicycles
 - Cycle Paths
 - Taxi Ranks
 - Green route, including bus-stops (some of which are already in place)

3.3.3 Signage and approach roads

It is important to mark the arrival into Ferrybank, through signage, landscaping and focal points. The creation of such 'entrances' can contribute to the sense of place. The landscaping and maintenance of approach roads is also important to give a good impression.

The two main gateways to the Plan area are at the Newrath roundabout on the R448, which is the main approach from Kilkenny, Dublin and the south, and on the R711 at the Belmont Road roundabout at Aldi, which is the approach from the east.

The Ferrybank District Centre/Bellfield roundabout (R711) contains a number of metal daisy sculptures which contributes to the sense of arrival and creation of a sense of place.

The Newrath Road would benefit from a landmark feature at the roundabout and also enhancement of the Sallypark Road approach as far as Rice Bridge. Such an enhancement scheme would contribute to place-making in Ferrybank.

3.4 Area Identity Objectives

- 3A To prepare an Enhancement Scheme for the Ferrybank Main Street/Belmont Road (R711) in accordance with the Design Manual on Urban Roads and Streets (DMURS).**
- 3B To improve the presentation of the national road network on the approach roads to Waterford City, to include the possibility of a landmark feature at the Newrath roundabout, in collaboration with Waterford City and County Council and the private sector.**

3.5 Area Identity Development Management Standards

DM3A To apply the [Design Manual for Urban Roads and Streets](#)³¹ and Urban Design principles to development along the R711 to ensure the creation of a cohesive and attractive Main street.

³¹ DTTAS, [Design Manual for Urban Roads and Streets](#), 2013

4 Economic Development and Retailing

4.1 Economic Strategy

A significant number of industries and enterprises are spread throughout the plan area, but the main clusters occur at Belview, Christendom and Grannagh.

The Belview Port area and its associated industries have provided an economic stimulus to the South-East region. The area will become an increasingly important economic nucleus as the port expands and develops (See Chapter 5: Belview Industrial Area).

4.1.1 Christendom

The development of the Christendom industrial area began in the 1920's with the opening of Clover Meats. Clover Meats ceased trading in 1984 but the area is still home to many other food processing industries, including ABP, Waterford Proteins and Trans Stock (which is a Seveso site, see Chapter 9).

The 2009 LAP sought to encourage the relocation of these food processing industries to other locations within the area, thereby freeing up these lands for residential and mixed-use development. Although Christendom is not earmarked for significant residential development in this Plan, this LAP envisions that it will be the next logical expansion for the plan area, over the longer term. To avoid any inappropriate development that may hinder future redevelopment, the area around the industries has been designated as Strategic Reserve, and these food processing industries will be encouraged to relocate to more suitable locations.

The existing food processing plants have been zoned as Business, Industry and Technology Parks, which allows for an extension of current operations. Businesses seeking to redevelop or expand will be encouraged to discuss these proposals with the Planning Department. Major new operations will not be encouraged at this location.

4.1.2 Grannagh

The Grannagh cluster is located in the west of the plan area, at Ballygriffin. This area developed as an industrial cluster due to the history of the papermills at this location. There is a variety of uses here, with Dawn Meats comprising the largest land user. There is one large multi-purpose building fronting the N24, which is known as Grannagh Business Complex. In general, stand alone retail units will not be permitted at this location, but may be permitted as an ancillary use to the main use. Therefore this area is zoned as Business, Industry and Technology Park.

4.1.3 Abbeylands

Abbeylands Business Park is located on Abbey Road. This area contains a mix of uses, including SP Heat Transfer and a tyre business. The uses in this area should be mainly

business, industry and technology, and therefore this area is zoned for Business, Industry and Technology Park.

4.2 Commercial/Office Development

Apart from the Marine Point offices at Belview, there is little available office accommodation in the plan area³². The availability of high quality office space is seen as an integral part of a developing economy.

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

In addition, small office and service uses could be located within the Urban Village zone along the Belmont Road.

4.3 Retail

The context for retailing in the Plan area is underpinned by the recognition of the primacy of Waterford City Centre. The area is served by one major convenience retailer, Aldi (which opened in 2007) in addition to a small number of local shops and service stations. A small commercial area (zoned General Business) is located along Fountain Street in the area of Ferrybank under the jurisdiction of Waterford City and County Council. A comparison retail unit has recently opened in the Ross Abbey development on the Abbey Road (Mr. Price, opened in March 2017). The plan area also contains a number of car sales rooms and some retail warehousing units in the Grannagh area.

4.3.1 Ferrybank District Centre

The Ferrybank District Centre was constructed in 2009, but other than the library and Council Area Office, has not been occupied. The County Development Plan 2014-2020 designated Ferrybank as a Level 2 “District Centre”. It is also designated as a District Centre within the retail strategy of the Waterford City Development Plan. The role of district centres is defined within the Retail Planning Guidelines³³ “to provide a range of retail and non-retail service functions (e.g. banks, post office, local offices, restaurants, public houses, community and cultural facilities for the community at a level consistent with the function of that centre in the core strategy. They should not serve as a retail destination in their own right sufficient to adversely impact on the city/town

³² Planning Department information and search of <http://www.let.ie/commercial-property/waterford/ferrybank/> 18/8/2016

³³ Department of the Environment, Community and Local Government, [Guidelines for Planning Authorities, Retail Planning](#), 2012

centre to which they are subservient.” The Ferrybank District Centre has permission for a total of approximately 4,500 sq.m convenience and 4,300 sq.m comparison net retail area³⁴.

The total permitted gross floorspace of the District Centre is 34,289 sq.m. This is permitted as a mixed use development, which can contain over 5,000 sqm of office space.

There is no clear size threshold for a District Centre set out in the RPGs, however the Council recognises the primacy of Waterford City Centre and therefore will stipulate that there will be no increase to the net retail area currently permitted at the Centre.

The opening of the Ferrybank District Centre (for retail use) would help in the creation of a focal point for the plan area and stimulate business activity in the area.

The County Development Plan 2014 – 2020 contains an objective (40) to engage with the other relevant local authorities within the region in the preparation of a joint retail strategy for the greater Waterford City area. The results of that joint retail strategy will inform the ultimate retail hierarchy and the strategic planning framework for the greater South East Waterford City region.

4.3.2 Neighbourhood centres

Three neighbourhood centres were designated in the last plan, at Rockshire, Abbey Road (junction with Estuary Woods) and at Ross Abbey. One of these was developed at Ross Abbey. This was intended as a neighbourhood centre in Rathcullieen which would provide local retail services. It was to contain one food anchor unit, with a number of additional retail units, a coffee shop and leisure centre. It was completed in 2008, and one tenant, Mr. Price, has recently opened, however the remaining units have never been occupied. In order to encourage end users, the neighbourhood centre zoning applied to this development now includes for uses such as incubator units, or community/service facilities such as a crèche or nursing home.

Given the Development Strategy of the Plan as outlined in Section 2.4, the other two neighbourhood centre zonings have been changed to reflect the changed context, at Rockshire to Strategic Reserve and at Abbey Road to Residential.

4.4 Future Retail Development

The Council will ensure that future retail development in the area accords with the Sequential Approach principles as set out in the [Retail Planning Guidelines](#)³⁵. The preferred location for new retail development in the plan area is in the District Centre.

³⁴ For comparison purposes, according to Waterford City’s Retail Strategy, the Ardkeen/Farranshoneen District Centre has approx. 10,480 sqm net retail area and Lisduggan has approx. 6,766 sqm.

³⁵ Department of the Environment, Community and Local Government, [Guidelines for Planning Authorities, Retail Planning](#), 2012

No substantial/significant new retail floor space will be permitted over and above what's already permitted in the Plan area.

There may be a need for small convenience shops, however these can be accommodated within all of the residential zones (other than arcadian).

4.4.1 Retail Impact Assessment

The overarching objective of the [Retail Planning Guidelines](#) is to enhance the vitality and viability of city and town centres in all their functions through sequential development. Sequential development, in the case of Ferrybank, means that:

1. The overall preferred location for new retail development is within city and town centres, i.e. for this Plan within the District Centre and,
2. Subject to the requirements below, only where the applicant can demonstrate and the planning authority is satisfied, that there are no sites or potential sites within a city, town centre or designated district centre should an edge-of-centre site be considered. In addition, only in exceptional circumstances where it can be demonstrated that there are no sites or potential sites available either within the centre or on the edge of these centres should an out-of-centre site be considered. All applications for significant retail development should be assessed against a range of criteria, as outlined in Section 4.9 Retail Impact Assessment of the [Retail Planning Guidelines 2012](#)

4.5 Vacant Sites Levy

The Urban Regeneration and Housing Act 2015 introduced a Vacant Sites Levy as a site activation measure to ensure that vacant or underutilised land in urban areas is brought into beneficial use. This Plan will promote, encourage and facilitate the appropriate development of sites and areas in need of development and renewal in order to prevent:

- Adverse effects on existing amenities in such areas, in particular as a result of the ruinous or neglected condition of any land
- Urban blight or decay
- Anti-social behaviour, or
- A shortage of habitable houses or of land suitable for residential use or a mixture of residential and other uses

The levy can be applied on land designated as either "residential" or "regeneration". For the purposes of implementing the levy, the following zones are designated:

Residential: Residential Arcadian, Residential Low Density, Residential, Protect and Enhance existing Residential Amenity

Regeneration: Urban Village, Business Industry and Technology Parks

These zones will be examined to determine if there are sites where the Vacant Site Levy is applicable under the provisions of Urban Housing and Regeneration Act 2015 and all associated regulations and guidance.

4.6 Economic Development & Retail Objectives

- 4A To encourage the relocation of Industrial activities from Christendom to a more suitable location within the area.**
- 4B To restrict retailing permission within the Business, Industry and Technology Park zoning for use ancillary to the main use only.**
- 4C To engage with the other relevant local authorities within the region in the preparation of a joint retail strategy for the greater Waterford City area.**
- 4D No further significant retail development will be allowed over and above that permitted within the Plan area.**
- 4E Identify the individual vacant sites in the relevant zones and maintain a register of vacant sites (entitled the Vacant Sites Register).**

5 Belview Industrial Area

This LAP recognises the importance of the Belview Industrial area in the national, regional and local context. This LAP will seek to implement and underpin the sustainable development of Belview Port and the Belview area, as a key strategic asset for Kilkenny and the South East Waterford City region. The continued growth of portal activities will increase employment opportunities in the wider area.

5.1 National context

The [National Ports Policy](#)³⁶ ranks Belview Port as a Port of National Significance, Tier 2, along with Rosslare Europort. (The Tier 1 ports are Dublin, Cork and Shannon Foynes.) Ports of National Significance (Tier 2) are ports that:

- are responsible for at least 2.5% of overall tonnage through Irish ports;
- have the clear demonstrable potential to handle higher volumes of unitised (LoLo and RoRo) traffic, and
- have the existing transport links to serve a wider, national marketplace beyond their immediate region.

The Port of Waterford Company is the fourth largest of the State commercial port companies in terms of total tonnage handled. The port offers both LoLo (lift-on lift-off) and bulk services. It enjoys excellent connectivity to both the national road and rail networks. The port is served by the Limerick to Rosslare Europort line and since 2013 a rail freight service has resumed between Ballina rail freight terminal and Belview. At Belview, containers are transhipped direct from train to ship by the gantry cranes.

This Plan seeks to promote the expansion of portal activities at Belview Port, and the further development of the Belview Industrial area.

5.2 Profile of area

The Belview area comprises the Port of Waterford Company, port related activities and a larger strategic development area. The Port of Waterford Company is a significant land owner in the area, and operates a jetty approximately 800m in length. The Port offices are based in the Marine Point building, located east of the N29.

Port related activities also provide a significant number of jobs both directly and indirectly in the area. Activities include break-of-bulk (such as the bagging of coal, fertiliser or animal feed), warehousing, freight handling, trade and commercial vehicle parking. Bulk cargos such as bulk cement and wood are also catered for. Other facilities and industries located at the port include a number of refrigeration/storage units.

³⁶ Department of Transport, Tourism and Sport, [National Ports Policy](#), 2013

Another category of use here are those that rely heavily on the accessibility provided by the port for transportation of their product, and this includes a wood processing unit (SmartPly) and the Glanbia dairy processing facility, which opened in 2015.

5.2.1 Infrastructure

Belview now has excellent infrastructure in place. In terms of water services, the area is served by the South Kilkenny Water Supply Scheme, and the IDA lands are serviced by public water mains. There is no public water supply main serving lands south of Gorteens Castle, but capacity is available (see Chapter 9). Waterford City Council constructed a wastewater treatment plant at Gorteens, within Belview, and this has capacity for the port lands. A gas pipeline was recently constructed between Ballinlaw (Great Island pipeline) and Belview as part of the Glanbia development. In terms of transport connections, the area is served by the national roads network (the N29 leading to the N25 (Cork-Rosslare) and the national motorway network, and a freight rail line.

Rail Freight

There are many environmental and social benefits to be gained from utilising rail to transport goods. At present freight services run between Westport and Ballina, Co. Mayo and Belview. The Council will work with the Port and Iarnród Éireann Freight to encourage the expansion of rail freight services to the Port.

Broadband

Broadband is an essential piece of modern infrastructure. Broadband is available in the area, but not at the desired speeds for some industries. The intention is to connect the Belview area to the Waterford City Metropolitan Area Network. The Council will work with the IDA, WCCC and other relevant stakeholders, to deliver a broadband connection to Belview, subject to the required funding being available.

Water services

Although capacity is available within water services to service the zoned land at the Port, the existing pipe network is inadequate for the lands south of Gorteens Castle. At present, this area is served by a system of private water sources (wells) and private treatment systems (septic tanks). The Council will therefore work in conjunction with Irish Water to promote the ongoing upgrade and expansion of water supply and wastewater services to meet the future needs of Belview.

5.2.2 Road Access – N29

In recognition of the importance of the Belview area the Kilkenny County Development Plan included the following objective:

“To develop and agree an appropriately planned policy response to access from the N29 Port Road to industrial zoned lands in the Belview area in conjunction with the National Roads Authority”.

The zoned land in the 2009 LAP was centred around the N29. This is a national primary route, where at present the 100 km/h speed limit applies. Transport Infrastructure Ireland (TII) raised concerns with respect to the means of access from the N29, citing road safety concerns and a reduction in carrying capacity.

In the context of the emerging Draft LAP Kilkenny County Council engaged directly with the TII and separately with the Port of Waterford Company to develop a policy response. Various strategies were discussed. The emerging proposal is now to provide an urban speed limit at the cul-de-sac end of the N29 accompanied by appropriate measures to ensure a level of speed reduction appropriate to the speed limit. Proposed development can take access, in a suitably planned manner, from the section of the N29 located within the proposed urban speed limit. In the longer term, access to the lands north of the L-3412 (Rathculliheen/Abbey Road) junction from the N29 would be provided following the construction of a roundabout at that junction (See Figure 5.1).

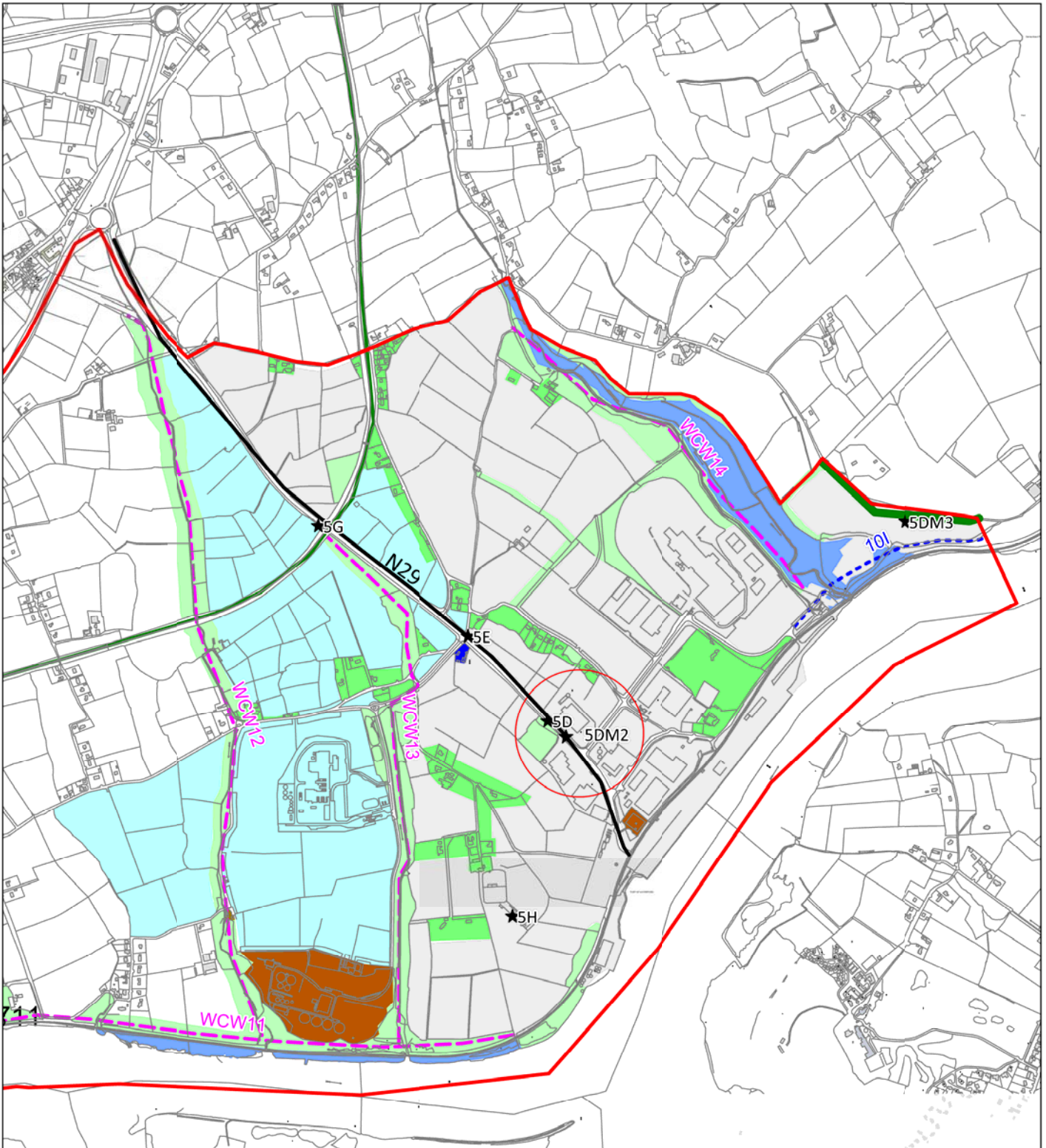
It is an objective of the Council to:

- Introduce a speed limit of 60km/h on the N29 Port Road from the entry point to Belview Port to a point 440m south-east of its junction with the Rathculliheen Road (LS-3412) (as proposed under the National Road Speed Review 2015-2017).
- Provide a roundabout on the N29 Port Road at the L3412 (Rathculliheen) junction. This will provide for the distribution requirements of traffic accessing the development lands to the east and west of the N29, and would, in addition, serve to reduce the speed of traffic travelling into the port itself;
- the layout of the N29 between the roundabout and the port gate will be re-configured to ensure that the speed reduction effected by the roundabout is maintained to the port;
- the construction of the roundabout will facilitate the extension of the 60km/hr speed limit zone to a point just south-east of the junction of the N29 with the Rathculliheen Road (LS-3412);
- access would be provided to development lands directly from this section of the N29 in a planned manner.












Land reservation

To facilitate improvement works to the N29 Port Road to cater for increased development activity, a 7.5m land reservation shall be applied, either side of the existing carriageway along the entire length of the N29, for the future widening of the existing road to dual carriageway along with the introduction of vulnerable road user infrastructure. This land reservation shall be utilised to facilitate the following:-

- 1.2m widening of paved road;
- 2m verge (per TII DMRB TD300);
- 3m Bi-directional shared footpath / cycle path (per TII DMRB TD300);
- 1m verge.



Ferrybank/Belview Local Area Plan 2017 Figure 5.1 Belview

- | | |
|---|--|
|  LAP boundary |  Water compatible development |
|  Business Industry & Technology Park |  Passive Open Space |
|  Industrial/Technology Park | ★ Objective |
|  Port Facilities and Industry |  Transport objective (Ch. 10) |
|  Public Utility |  Greenway (Ch. 8) |
|  Residential Amenity Belview |  Walk/cycleway (Ch. 8) |



Date: Jan. 2018
Scale: 1:20,000 @ A4

Based on OSI Map License
No. Kilkenny/CCMA/08/12

(It should be noted that the cross-section requirements to determine the above figures were taken from current road standard documents and the requirements of those standards may change in the future.)

5.3 Future of Belview Industrial area

The County's economic strategy identifies five sectors for specific development initiatives, two of which; Agri-Food and Life Sciences (including Pharma) relates to Belview. This LAP aims to facilitate the development of these sectors in Belview. This LAP also recognises that there is a need to capitalise on the significance of Belview Port as a critical piece of infrastructure, rivalling the more traditional ports of Dublin and Cork. The ready availability of water services, energy, and good infrastructural links, are the key elements which make these lands ideal for industry.

5.4 Appropriate Zonings

There are two port related zones designated in the Belview Industrial area; Industrial/Technology Park and Port Facilities and Industry. These zones shall allow for the development and expansion of port facilities and associated industries. It is important however to continue to direct small and medium industries into industrial estates or other appropriate areas in South Kilkenny and the greater Waterford area for industrial uses and to reserve the land at Belview for those industries that are most appropriately located adjacent to the port. In addition to the port related zones the following zones will be applied.

Residential Amenity Belview

Existing residences in the Belview area will be protected and their existing residential amenity should remain intact. Accordingly, a zoning of Residential Amenity Belview is applied to protect existing residences in proximity to the Port. (This RAB zone has been refined slightly since the last Plan to reflect the location of existing residences.) It is important however that there is no net increase in residential development in this area. The provisions of this zoning category need to be flexible in terms of accommodating the expansion of port related development and specialised industries in the area, but only where the amenity of existing residences is protected. This zoning provision is not for the expansion of residential uses within the Belview area but simply to protect the existing residential use.

Bellevue Country House

Bellevue Country House, which is a protected structure (C480 see Chapter 7), was zoned for commercial purposes in the 2009 LAP, which was intended to allow for a broader range of uses than the other port zonings, which could help to secure the future of the structure. No development activity took place on this site during the period of the current Plan. This Plan proposes a change to PFI as the site could form part of a larger development in this area. However, a development objective will be included for this site to ensure development will only be permitted where the development includes securing the future of Bellevue House's walled garden and outbuildings.

Business, Industrial, Technology Park

Gorteens castle, which is a recorded monument (SMR KK047-001), located at a prominent site at the junction of the N29 and the road to Glanbia, has been zoned for BITP.

Public utility

The wastewater treatment plant at Gorteens and the ESB station located to the east of the N29 are both zoned as Public Utility.

Passive Open Space

The lands surrounding the Port are largely agricultural and contain many sensitive environmental features, including tree groups, flood plains and stream valleys. These are identified on Figure 7.2, Natural Heritage. It is important that these features remain protected. Accordingly, this LAP has zoned significant areas of passive open space in proximity to the Port, including landscape belts and a riverside walkway (See Figure 2.4, Development Objectives).

5.4.1 Transport connections

The disused railway (Waterford to New Ross) line runs through the Belview area. As this line is proposed for development as the Greenway, see Chapter 8, this is ideally located to provide opportunities for commuting between the Port and Ferrybank, and the wider Waterford city area, via walking or cycling. It is an objective of this Plan to provide access points to the Greenway as part of the overall transport strategy for the area, and one of these access points should be at the N29.

5.4.2 Truck parking

The Port of Waterford Company has identified a need for a truck park/open storage in the vicinity of the Port to allow for vehicles to park and wait. This would require a land take of approximately 5 -7 acres. Such a use is permissible within the PFI zone.

5.4.3 Services hub at Marine Point

The area around the Marine Point office building could serve as a small services centre for the port area, providing facilities for employees such as a cafe and small shop. A development objective has been included on Figure 2.4 Development Objectives to designate this area for this purpose. This facility would be developed at a scale to serve the local workforce.

5.4.4 Buffering of new development

New industries locating in the Belview area will be required to incorporate appropriate landscape screening. Tree planting provides not only visual buffering, but also filters dust and attenuates noise. This is particularly important around all existing residential

developments, but also more generally to ensure the mitigation of any impact of industrial development on the landscape.

5.4.5 IDA lands

The Industrial Development Agency (IDA) own a strategic site in Belview, which comprises 18 hectares of land, see Figure 5.1 Belview.

In 2013, Glanbia were granted permission for a new dairy processing and manufacturing facility, which opened in 2015. Glanbia now own their site. As part of the IDA strategy for the Belview area and building on the successful development of Glanbia Ingredients, this Plan augments the IDA land bank in the area by zoning an additional 27 hectares of land as Industrial Technology Park adjacent to the Glanbia facility.

5.5 Belview Industrial Area Objectives

5A To work with the IDA, WCCC and other relevant stakeholders, to deliver high speed broadband to the Belview Industrial area, subject to the required funding being available.

5B To work in conjunction with Irish Water to promote the ongoing upgrade and expansion of water supply and wastewater services to meet the future needs of the Belview Industrial area and to seek extensions for the water and foul water networks to service the zoned lands sequentially.

5C To continue to work with Transport Infrastructure Ireland to finalise an approach for access to the zoned lands along the N29 north of the L-341

5D To revise the speed limits on the N29 to allow for access to the zoned land south of the L3412.

5E To provide a roundabout at the Rathculihehen/L3412 junction to enable the development of the land in the vicinity, and north of this junction.

5F To continue to work with TII to determine future access arrangements to the N29 north of the proposed roundabout under 5E.

5G To ensure the creation of access points to the Greenway at its intersection with the N29 in any development proposal at this location.

5H To ensure any development of Belview House secures the future of the walled garden and outbuildings.

5.6 Development Management Standards

5DM1 Reserve a 7.5m buffer either side of the existing N29 Port Road carriageway, for the future widening of the existing road to dual carriageway along with the introduction of vulnerable road user infrastructure.

5DM2 Promote a compact development form around the Marine Point building, to provide a hub for the area, encouraging the location of small service and retail units to serve the area's employees.

5DM3 Encourage appropriate screening of future developments in the Belview Industrial area. The following principles will be applied:

- Existing woodlands and hedgerows should be retained and incorporated wherever feasible.
- The protection and buffering of existing residential developments will be a priority.
- Landscaping schemes for any development should form an integral part of the overall development proposal. A woodland planting buffer of 15-20 metres will generally be required inside any industrial site boundary unless a suitable alternative mitigation measure is agreed with the Planning Authority. This landscape buffer will be required to be densely planted with a mix of coniferous and deciduous species. In all cases the Council encourages advance planting which it considers would be beneficial to ensure some plant maturation prior to construction.
- Buildings and other structures shall be located so as to provide optimum screening and noise buffering to surrounding land-uses, particularly to existing residential properties. In cases where structures are to be constructed proximate to existing residential structures, the potential for these structures to impose on the neighbouring residential amenity by virtue of their heights and bulk should be appropriately mitigated in the assessment of all planning applications.
- Ensure a continuous landscape buffer (15-20 metres wide) at Drumdowney which is to be densely planted, see Figure 2.4 Development Objectives. This should consist of mixed native woodland and surround the entirety of the site. This should extend west to the entrance and gate lodge of Snowhill House. Along the estuary boundary of the site, ensure an adequate landscape buffer of a similar standard.

5DM4 To require that all significant industrial developments in the Belview area must submit a Construction Management Plan prior to commencement of development.

6 Community and Housing

6.1 Introduction

The Ferrybank Community Development Group formed in 2004 when local residents from both Waterford and Kilkenny areas came together to work toward achieving change within their community. The FCDG published a Strategic Plan for 2015-2020³⁷ and elements of this are still being implemented. The Steering Committee includes representation from Kilkenny and Waterford Councils.

6.2 Community facilities

The church, graveyard and parish hall are located in Waterford Council's administrative area, immediately outside the plan area.

Kilkenny County Council opened a library in the Ferrybank Centre in 2012 and there is a large community room (50 sq. metres, with seating for 30 people) in the library for library events and community use. See Figure 6.1 Community Facilities. Kilkenny County Council also relocated the administration of its services for the Piltown Municipal District from the Newrath area to new offices in the District Centre in 2012.



Figure 6.1 Community Facilities in the Plan area

6.2.1 Hillsfield Community Building

The Hillsfield Community Building is located off the Belmont Road, in the Ard Daire estate, opposite the District centre. This was developed as a community centre for all residents and group activities, which will contribute to the overall sense of a greater

³⁷ Community Consultants, 2015, Ferrybank Community Development Strategic Plan 2015-2020

Ferrybank identity in time. The Ferryfun Childcare centre opened on the ground floor in 2008. Túsla, the Child & Family Agency, are based on the second floor.

The Hillsfield Community Centre can and is being used by many groups in Ferrybank, such as Foróige, the Community Development Group, the Combined Residents' Group, the Active Retirement Group, Lifestyle Links and U-Casadh Family Support services. In addition, over the coming years, there may be new projects which require activity space. A proposal for the use of the space was prepared by the Hillsfield Working Group in 2014³⁸.

6.2.2 Health facilities

At present, the plan area is lacking in health and medical facilities. The Brothers of Charity run a centre in Belmont Park, Ferrybank for people with intellectual disabilities, providing a range of day and residential services designed to meet the needs of adults and children.

There are two nursing homes in the plan area, the Rockshire Care Centre, which is a private facility, and St. Joseph's Home on Abbey Road. This is run by the Little Sisters of the Poor and it comprises a nursing home and 22 apartments for the elderly.

The HSE are presently investigating the development of a primary care centre in Ferrybank.

6.3 Educational facilities

The plan area is served by two primary schools - St. Mary's Boy's National School (Scoil Mhuire) and the Good Counsel School for Girls. Both these schools are located in Waterford's administrative area, see Figure 6.1. According to the Department of Education³⁹ both schools are close to or at capacity. There are more children in the area than the schools can enrol but overall in Waterford City the primary schools have capacity to meet the demand. The Waterford City Development Plan 2013 has zoned a large amount of land adjacent to the Good Counsel School as Community Facilities. In relation to St. Mary's, the school was extended in 2010 and the present school site is zoned for Community Facilities in the Waterford Development Plan. This LAP has made provision for the expansion of St. Mary's, with the zoning of 0.9 hectares immediately to the east of the existing school for Community Facilities. Therefore, there is sufficient land available for expansion of the schools if the need arises.

Post Primary School Facilities

There is one secondary school in the plan area, the Abbey Community College in Ferrybank. This co-educational school was established in 2000, and is an amalgamation of the Sacred Heart of Mary Secondary School, Ferrybank, and

³⁸ Community Consultants, 2014, Hillsfield Community Centre, Proposal prepared by the Hillsfield Working Group

³⁹ Correspondence dated 28th August 2014

Slieverue Vocational School. The school's catchment area encompasses Slieverue, Ferrybank and parts of the parishes of Mullinavat and Kilmacow in South Kilkenny, as well as the part of Waterford situated north of the River Suir. Under planning ref. 14/37, Abbey Community College was granted permission for a two storey extension and redevelopment of the site. This additional capacity has resulted in an increase in capacity to 1,000 pupils.

According to the Department of Education, the demographics do not support the need for a new post-primary school in the Ferrybank area at present. However, if approximately 12-13 acres were reserved this may be capable of accommodating both a primary and a post primary school. Therefore, this plan has identified a site of 13 acres for the development of schools, to the north of the Brothers of Charity site. This site will be zoned for Community Facilities. As yet the Department of Education has no fixed plans to develop a school at this site.

6.3.1 Brothers of Charity

The Brothers of Charity site is a large complex located in mature grounds to the north of Belmont Road. Belmont House (Protected structure Ref. C665) was designed in 1789, and in 1883 the Brothers of Charity purchased it to run it as a hospital. By 1908 the hospital was licensed to have 73 patients. The chapel was opened in 1927 and is still in service. In 1982 the first community based group home was opened. It currently provides residential and day services to persons with intellectual disability⁴⁰.

The site also contains U-Casadh, which is a social inclusion project. U-Casadh was originally established in 2008 to work with ex-prisoners and their families, and has now broadened out to provide for people over the age of 18, referred in by the Probation Service, Drug Treatment Services, Homeless Services and others. There is a strong focus on encouraging entrepreneurship, and activities include counselling and therapeutic programmes, training courses (Literacy, Woodcraft, Horticulture, Security Guarding) and social enterprise.

The site also contains a working farm, an allotment project, and a garden centre.

The land rises through the site from south to north and is heavily planted. This complex forms an attractive part of the character of Ferrybank, providing a pleasant backdrop to the north of Belmont Road.

This site is of central importance to the Ferrybank area, containing a multiplicity of community uses in an attractive landscaped setting. Part of this site, to the east of the main building complex is to be zoned for Residential use. The majority of the existing used land area is for Community use. In addition, a greenfield site to the north has been designated for the development of a school site.

⁴⁰ <http://ferrybankparish.com/religious-organisations/brothers-of-charity/>

6.4 Future Provision of Housing

This LAP proposes a residential strategy of consolidation and infill, whereby new residential development will occur alongside existing. This will enable the development of a compact residential model in the plan area, in preference to a pattern of dispersed housing and peripheral sprawl.

Apartments

Due to a number of factors, such as decreasing family size, the current national trend is for smaller household sizes. It is anticipated that there will be a demand for smaller house types and apartments in the plan area in the future. There are very few of these unit types on offer in the area, and such developments will be encouraged within the Urban Village zone.

6.4.1 Housing on Lands Zoned for Agriculture

Land within the agricultural zone will not be considered for intensive commercial or residential development during the lifetime of this LAP. This is to allow for the strategic expansion of the plan area, and to prevent urban generated development which would interfere with the operation of farming and prejudice the future planning and development of the area. On lands zoned for agriculture within the development boundary of the Ferrybank-Belview LAP, housing will be restricted to the following categories of persons providing for their first home for their own housing need:

- Persons whose primary employment is in agriculture, horticulture, forestry or bloodstock, or other rural based activity, in the area which they wish to build,
- Sons and daughters of the landowner
- Persons who are long standing residents in the immediate rural* area,
- Persons who owned land prior to the adoption of the previous Local Area Plan on the 16th March, 2009 (This date is a definitive time frame which will not be revised in subsequent LAPs).

*Immediate rural area is considered to be the lands zoned for agriculture within the plan area.

This is to preserve the existing agricultural use of the areas zoned for this purpose, to prevent speculation in land and to prevent urban generated development which would interfere with the operation of farming and prejudice the future planning and development of the area.

6.4.2 Traveller Accommodation

The Council recognises that the travelling community adheres to a distinct lifestyle and culture and will, where possible, provide suitable accommodation for travellers who are indigenous to the area. There are presently no official halting sites provided for the travelling community in the area, although there are a number of travelling families encamped in the area. The preferred tenure type is standard housing.

In consultation with the travelling community, their representative organisations and the wider community, the local authority will strive to ensure, through its Traveller Accommodation Programmes that suitable traveller accommodation is provided throughout the plan area.

6.5 Unfinished estates

In 2011, Kilkenny County Council set up a dedicated team to focus on the resolution of unfinished estates in its functional area. In March 2011, at the start of the process, there were 10 housing estates in Ferrybank designated as unfinished.

The Council has used a range of powers available to it under building control, dangerous places/structures, planning and other relevant legislation in an integrated way and has worked proactively with developers, financial institutions/NAMA and local communities in securing the satisfactory resolution of unfinished housing developments. As of May 2017, there were 6 estates considered as unfinished in Ferrybank.

The Council will assess and monitor unfinished developments and will play a key role in the co-ordination of Site Resolution Plans with other key stakeholders. The Council will have regard to [Managing and Resolving Unfinished Housing Developments - Guidance Manual](#)⁴¹, in particular sections 7.1 and 7.2.

6.6 Community and Housing Objectives

6A To support the development of a primary health care centre in an appropriate location in the area to meet the HSE's needs.

6.7 Community and Housing Development Management Standards

6DMA Require the provision of appropriate purpose built childcare facilities in association with proposals for new residential development of more than 75 dwelling units. Where appropriate, the Council will operate this requirement in a flexible manner and will encourage and facilitate cooperation between developers to jointly provide facilities, having regard to the Kilkenny County Childcare Strategy.

⁴¹ Department of Environment, Community and Local Government, [Managing and Resolving Unfinished Housing Developments - Guidance Manual](#), 2011

7 Heritage

7.1 Built Heritage

7.1.1 Architectural Heritage

The plan area possesses a rich and varied architectural heritage. Due to its proximity to Waterford City and the River Suir, it has historically been a popular location for grand country houses. In the early 18th century, the Gorteens area was favoured for the development of large country house estates. Such houses would have once benefited from long distance views southwards to Waterford and Little Island. The most important of these houses were Prospect House, Springfield House, Bellevue House and Glass House. Prospect House is now demolished and the other three houses are in a ruinous condition today.

Due to its dramatic topography, the area has quite a distinctive built heritage. Historically, the ridge line of the Rockshire hills played an important role in the development of the area's built environment. The importance of the Rockshire hills is emphasised by the Napoleonic watch towers which were constructed in the 18th century and today act as key landmarks above Waterford City. In the 18th and 19th centuries, the Rockshire area also became fashionable locations for large houses set within extensive grounds. Many of these, such as Mount Sion, Newrath House and Rockshire House, still stand today and make an important contribution to the character of the area.

In contrast to these riverside and hillside locales, the plan area also features large tracts of gently sloping fields. This resulted in the development of country house estates such as Mullinabro (mid 18th century) and Rockland House (early 19th century). There are also a number of modest sized farmhouses in the area, as well as some vernacular structures. Stone walls are a distinctive feature in many parts of the study area, particularly around Cloone and Mullinabro. The village of Milepost contains a number of structures of historic appeal such as terraced cottages and an attractive public house. The Arts-and Craft-style was popular in Kilkenny at the turn of the 20th century, and there is evidence of its influence on the plan area in one particular house, now a Protected Structure, at Newrath (RPS Ref. C672). The area also has a significant industrial heritage, featuring a number of mills. The remains of three castles – Grannagh, Kilmurry and Gorteens – can be found in the area, adding further interest to the built heritage.

The continued protection of historic structures and buildings is vital if the area is to retain its sense of identity.

7.1.1.1 Protected Structures

Following on from the recommendations of the 2009 LAP, a number of structures were added to the County Kilkenny Record of Protected Structures (RPS) in 2010, and there are now 33 structures listed on the RPS within the plan area. Please refer to

Appendix 3: Built Heritage for images and further information on these structures. Some of these structures are also included on the National Inventory of Architectural Heritage, which is a state initiative under the administration of the Department of Arts, Heritage and the Gaeltacht. Its purpose is to identify, record, and evaluate the post-1700 architectural heritage of Ireland, uniformly and consistently as an aid in the protection and conservation of the built heritage⁴².

The Council will ensure the protection of all structures identified on Figure 7.1, Built Heritage.

Table 7.1: Record of Protected Structures (RPS) (extract from County RPS)

No.	Location	Description	Detailed Description	NIAH ref	RPS ref.
1	Granny	Tower House	A late 14th century tower-house with later elements including a 17th century oriel window.	(National Monument)	C432
2	Granny	Thatched cottage	Detached three-bay single storey thatched cottage with dormer attic, c. 1825	12404309	C675
3	Granny	Granny Bridge	Single segmental arch formerly carried Thomastown - Waterford road over Black Water.	12404314	D154
4	Granny	Suir Railway Viaduct	Nine-span bridge, 1200 ft (367 m) in length, Viaduct. Of Pratt truss construction by Sir William Arrol of Glasgow, its spans are supported on twin cast-iron piers, the central span lifting to allow boats to pass through.	N/A	D11

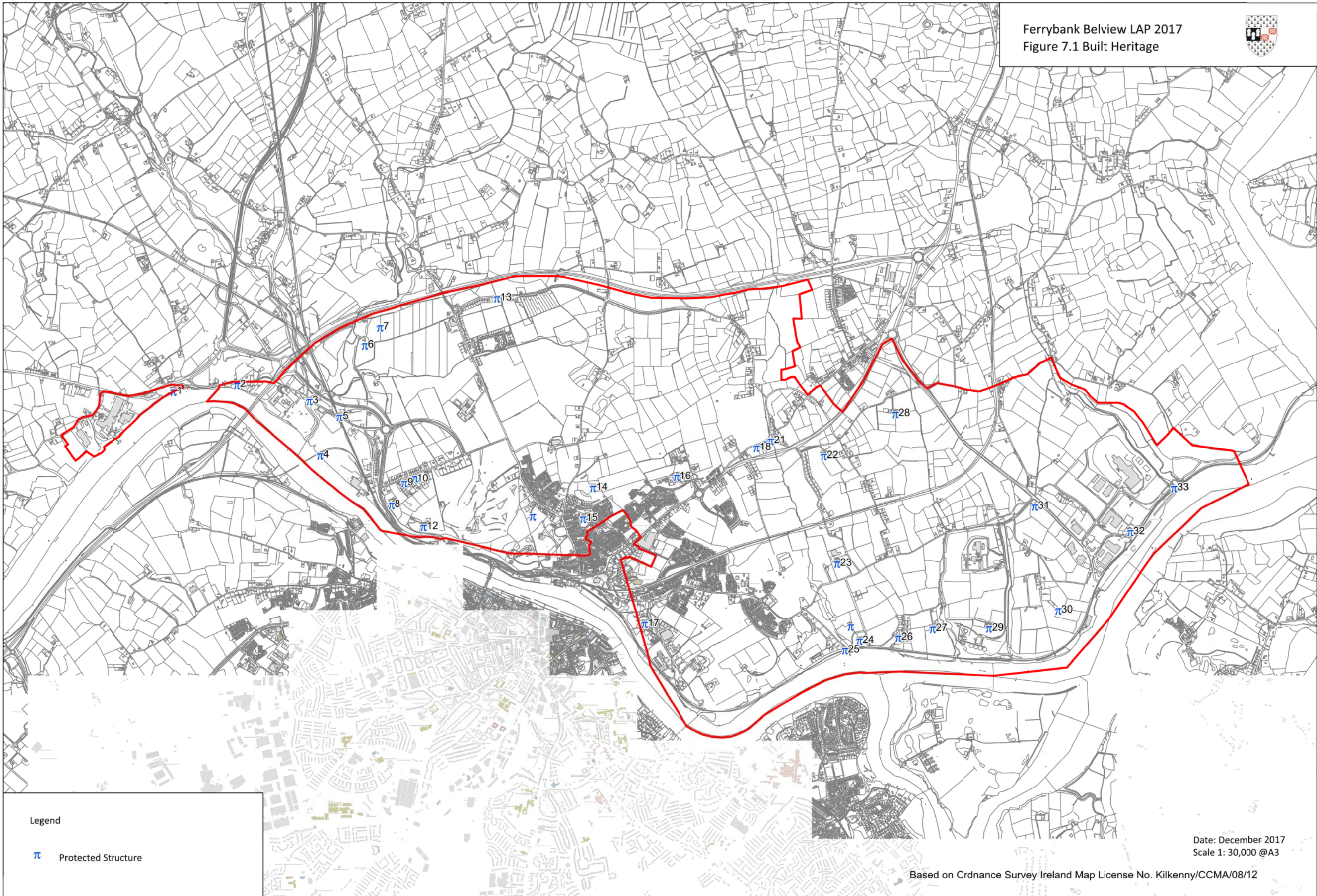
⁴² <http://www.buildingsofireland.ie/>

5	Newrath	Crossing Guard's House	Detached three bay single storey crossing guard's house, opened 1854	12404323	C674
6	Mullinabro	Mullinabro House (remains)	Remains of detached three storey country house, c. 1750	12404315	C370
7	Mullinabro	Turret structure (located approx. 100m from the remains of Mullinabro House)		12404315	C673
8	Newrath	Newrath House	Country House c. late 19th century	N/A	C671
9	Newrath	Mavis Bank House	House (late 19th century)	N/A	C667
10	Newrath	Woodside House	One of a pair of structures, Woodside House (late 19th - early 20th century)	N/A	C668
11	Newrath	Glendale House	One of a pair of structures, Glendale House (late 19th - early 20th century)	N/A	C669
12	Newrath	House	Late 19th century - early 20th century house built in Arts and Crafts style	N/A	C672
13	Cloone	Water pump	Free standing cast iron water pump c. 1900	N/A	C666
14	Ferrybank (Rockshire and Mountsion)	Watchtowers	Two watchtowers, one located off the Rockshire Road and the second situated at the summit of Rockshire Hill. Both towers are two-storey, roofless and	N/A	C456

			circular in shape and were constructed as watchtowers during the Napoleonic period.		
15	Rockshire	Rockshire House, Country House	Detached seven-bay two-storey over basement Classical-style house, c.1775.	12404605	C374
16	Belmont		Brothers of Charity complex (formerly Belmont House)	N/A	C665
17	Christendom	Rockland House, Country House	Detached three-bay, two-storey over basement house, c1825, with substantial outbuilding range to the rear of the house.	12404601	C473
18	Milepost (Slieverue)	House	Two storey semi detached house	N/A	C661
19	Milepost (Slieverue)	Terrace of houses	Terrace of single storey houses	N/A	C662
20	Milepost (Slieverue)	Post box	Wall mounted cast iron post box	N/A	C664
21	Milepost (Slieverue)	Public House, former	Power, former public house	N/A	C663
22	Kilmurry	Kilmurry Castle, Tower House	A small two-storey tower-house with an 18th/19th century three-bay, two-storey house attached. Attractive stone outbuildings to the rear.	N/A	C435
23	Kilmurry	Larkfield House	Larkfield House and outbuildings	N/A	C655
24	Kilmurry, Gyles Quay	Snowhaven House	House and outbuildings	N/A	C656
25	Rathculliheen	Terrace of houses	Terrace of 2no. Houses	N/A	C657
26	Kilmurry	Mill and	Flour Mill and Mill	N/A	C658

		cottage	Cottage		
27	Kilmurry	Prospect House, Country House	Remains of walled garden and outbuildings that originally served Prospect House (18th century, now demolished) including the remains of a single-storey gate lodge.	N/A	C481
28	Kilmurry, Slieverue	Farmhouse	Middle-size farmhouse	N/A	C660
29	Gorteens	Springfield House, Country House	The site of a mid eighteenth-century country house having historic connections with the O'Gorman, the Waring, and the Kelly families.	N/A	C482
30	Gorteens	Bellevue House, Country House	Substantial ruins of Bellevue House (18th century), walled garden and outbuildings.	N/A	C480
31	Gorteens, Slieverue	Gorteens Castle	Gorteens Castle (remains)	Recorded Monument	C659
32	Gorteens	Glass House, Country House	The site of an early eighteenth-century glass-making factory established by John Head (b. c.1680-1739) with the produce sold by John Morris in nearby Waterford City.	N/A	C483
33	Gorteens	Mill (Grain)	Ruinous shell of 5-storey flour mill, formerly with two waterwheels, but now devoid of machinery	N/A	D136

Note: This table is an extract from the RPS contained in the County Development Plan. This table should be cross-referenced against the CDP's RPS.



Legend

π Protected Structure

Date: December 2017
Scale 1: 30,000 @A3

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Further information on the Council's approach to architectural heritage is contained within the County Development Plan.

7.1.2 Archaeological Heritage

Archaeology is defined as the study of past people through the physical traces left by them in the landscape, often in the form of monuments, sites, features or objects. There are different levels of monument protection under the National Monuments Acts. A level of universal protection is afforded to all monuments listed in the Record of Monuments and Places (RMP). A lesser number of monuments are accorded a higher level of protection, that is, some are entered on the Register of Historic Monuments, and some are deemed to be of national significance and are National Monuments.

While the RMP lists those sites above and below ground that are known to exist, due to the time span and density of human settlement in Co. Kilkenny the possibility always exists of finding previously unrecorded archaeology. See www.archaeology.ie for notification and consent procedures, from the National Monuments Section of the Department of Arts, Heritage and the Gaeltacht, in relation to works on monuments.

The plan area contains many sites of archaeological interest. There is one National Monument in the plan area - Granny castle (KK043-034001), a medieval castle dating from c. 1450. Two of the most noteworthy recorded monuments in the plan area are the remains of castles at Gorteens (SMR KK047-001) and at Kilmurry (SMR KK046-028). Many other significant archaeological features are apparent in the form of ecclesiastical remains, fulacht fia, gibbets, standing stones, holy wells and graveyards. Some of these features occur as monuments, while others are the sites of monuments.

A programme of archaeological excavations (2003 – 2005) was carried out within the plan area as part of the N25 by-pass scheme. One exciting discovery was a new form of Early Neolithic pottery, in the remains of a Neolithic house identified in Granny⁴³.

The value of archaeological sites and monuments in the plan area is recognised by the County Council and policies and objectives in relation to archaeology are set out in the County Development Plan 2014-2020.

7.2 Natural Heritage

There are a number of significant natural features in Ferrybank-Belview, such as rivers, waterways, wetlands and woodlands, which unite to give the area a unique environmental character. The term Green Infrastructure (GI) can be defined as strategically planned and interconnected networks of green space and water capable of delivering ecosystem services and quality of life benefits to people. The South East

⁴³ [NRA, 2006 N25 Waterford City Bypass, Counties Waterford and Kilkenny, Archaeological Discoveries](#)

Regional Planning Guidelines advocate the development of a green infrastructure approach at all levels in the planning system.

Green Infrastructure is designed and managed to provide and facilitate the following:

- a high-quality environment which will provide economic benefits by attracting inward investment and new business
- high quality open spaces which provide health and social benefits for people through the provision of play areas, safe and attractive areas and routes for meeting, walking and cycling
- opportunities and space for contact with nature, which is considered essential for good health and wellbeing
- adaptation to the impacts of climate change and flooding.
- local food production - in allotments, gardens and through agriculture
- space for biodiversity (nature and wildlife) to flourish
- a sense of place and local distinctiveness

The emergence of Green Infrastructure planning is a response to the growing recognition of the many benefits which green space provides to society and of the need to plan for its protection, provision and management in tandem with plans for growth and development. It has a significant role to play in assisting in the protection of Natura 2000 sites and biodiversity.

7.2.1 Environmental Character

The plan area is bounded to the south by the River Suir. The outline of the land running alongside this river curves in and out quite dramatically, resulting in a number of sharp river bends which offer impressive views of Waterford City and Little Island. The plan area also features another smaller river, the Blackwater, which runs through the townland of Granny. There are a number of streams in the plan area, the largest of these is Smartscastle Stream/Strangsmill which runs through Smartscastle and Mullinabro and joins the Blackwater at Grannagh. Five smaller streams occur in the east and are quite small in size. These streams run from north to south, and feed into the River Suir. According to the EPA, these are named (from east to west) Luffany, Gorteens, Rathpatrick, Abbeylands and Ferrybank. There is one other stream in Ferrybank, running from the Clover centre west into the Suir, known as the Rathculliheen stream. The Flemingstown stream runs through Ballygriffin in the west.

Due to its riverside location and dramatic topography, the area has a distinct environmental character. The south facing slopes which overlook the River Suir are one of the most dominant landscape features in the Ferrybank-Belview area. In the west of the plan area, the land rises sharply upwards, reaching a height of 80m above sea level along the Rockshire Hill ridgeline. In contrast to this, the eastern portion of the plan area features undulating, low lying land which runs alongside the river corridor. This area of land gradually rises upward to reach a height of 40-50m above sea level, forming an important scenic feature in the landscape.

Apart from the established area of Ferrybank and the Belview Industrial area, much of the plan area is rural in character, featuring large tracts of gently sloping agricultural land lined with hedgerows and mature trees. These trees perform a valuable function by assisting the integration of developments into the landscape, particularly in hillside locations.

This plan aims to establish a balance between future growth and expansion and the protection and preservation of the natural environment.

7.2.2 Protected Areas of International Importance: Natura 2000

Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) are being, or have been, designated to conserve habitats and species of European importance pursuant to the EU Habitats and Birds Directives. These sites are part of a pan-European network known as Natura 2000. The designation of candidate Special Areas of Conservation (cSAC) is to conserve habitats and species of European importance and the aim of designating Special Protection Areas (SPA) is to protect birds which are rare, in danger of extinction or vulnerable to changes in habitat, and which need protection.

The designation of these sites is the responsibility of the National Parks and Wildlife Service (NPWS). Up-to-date information regarding these sites is provided on the NPWS website (www.npws.ie).

There are currently two Natura 2000 sites in the immediate vicinity of the Plan area, the Lower River Suir (Site Code 002137) within the Plan area, and the River Barrow and River Nore (Site Code 002162), located just outside the boundary.

The County Development Plan 2014-2020, objectives 1A and 1B set out the requirements in relation to these sites.

1A To implement the provisions of Articles 6(3) and 6(4) of the EU Habitats Directive.

1B To ensure that any plan or project within the functional area of the Planning Authority is subject to appropriate assessment in accordance with the Guidance [*Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities*](#), 2009⁴⁴ and is assessed in accordance with Article 6 of the Habitats Directive in order to avoid adverse impacts on the integrity and conservation objectives of the site.

These objectives also apply for this LAP. In line with these requirements, Screening for Appropriate Assessment has been carried out as part of this LAP. The objectives of the County Development Plan apply to the provisions of this LAP.

⁴⁴ The Department of the Environment, Community and Local Government [*Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities*](#), 2009.

7.2.3 Protected Areas of National Importance

Natural Heritage Areas (NHAs) have been designated to conserve species and habitats of national importance under the Wildlife (Amendment) Act, 2000. The designation of these sites is also the responsibility of the National Parks and Wildlife Service (NPWS). The boundaries of the protected areas may change during the lifetime of the plan and additional areas may be designated. Up-to-date information regarding these sites is provided on the NPWS website (www.npws.ie). There are currently two proposed NHAs in the plan area, Grannyferry (Site Code 000833) and the Barrow River Estuary (Site Code 000698).

The County Development Plan 2014-2020, objectives 8B and 8C set out the requirements in relation to these sites.

Objectives:

8B To protect and, where possible, enhance the natural heritage sites designated under EU Legislation and National Legislation (Habitats Directive, Birds Directive, European Communities (Birds and Natural Habitats) Regulations 2011 and Wildlife Acts). This protection will extend to any additions or alterations to sites that may arise during the lifetime of this plan.

8C To protect and, where possible, enhance the plant and animal species and their habitats that have been identified under European legislation (Habitats and Birds Directive) and protected under national Legislation (European Communities (Birds and Natural Habitats) Regulations 2011 (SI 477 of 2011), Wildlife Acts 1976-2010 and the Flora Protection Order (SI94 of 1999).

These objectives are carried forward in this LAP.

7.2.4 Nature Conservation outside of International and National Protected Areas

The plan area contains a wide range of habitats including watercourses, agricultural land, hedgerows, wetlands and areas of woodland. Besides providing habitats to a variety of species, these areas provide many benefits to the residents of the area.

Watercourses

The main watercourses are the River Suir and its tributary, the Blackwater. Smartcastle Stream, which runs through the townland of Mullinabro, is one of the most significant streams in the area. These watercourses represent an important environmental resource in the area.

The potential of these watercourses to enhance the quality of life of residents in the area should not be underestimated. This plan recognises the importance of protecting river water quality. An important objective in this respect is the integration of stream corridors into broader areas of open space. This will also aid in flood prevention, as well as being in line with the Green Infrastructure approach of ensuring interconnected networks of green space.

Wetlands

Wetlands perform a range of ecological functions and are critical for the conservation of biological diversity. They are also important from a socio-economic perspective as they can act as habitats for fishery and forestry. There are a number of important wetlands within the plan area. The most significant of these wetlands occur in the townland of Granny. This wetland area is a proposed Natural Heritage Area (Site Code 000833, See Section 7.2.3).

The Strategic Environmental Assessment carried out for the 2009 LAP identified an area of Wet Grassland adjacent to the Grannyferry NHA that was of high value, locally important (see Figure 7.2 Natural Heritage). This area will continue to be zoned for Passive Open Space/Biodiversity conservation.

The Strategic Environmental Assessment carried out for the 2009 LAP also identified one other area of important wetland habitat in Kilmurry, see Figure 7.2 Natural Heritage. This Wet Grassland is important as it is unusual in the locality and contains an assemblage of species not found elsewhere. This area will continue to be zoned for Passive Open Space/Biodiversity conservation.

Reed and large sedge swamps

These wetland areas are important components in the water cycle, removing sediment and pollutants and alleviating the impacts of flooding by acting as a sponge. The Strategic Environmental Assessment carried out for the 2009 LAP identified a large area of Reed swamp adjacent to the Grannyferry NHA that was designated as high value, locally important, see Figure 7.2 Natural Heritage. It also identified a similar area adjacent to the Lower River Suir SAC. These areas will continue to be zoned for Passive Open Space/Biodiversity conservation.

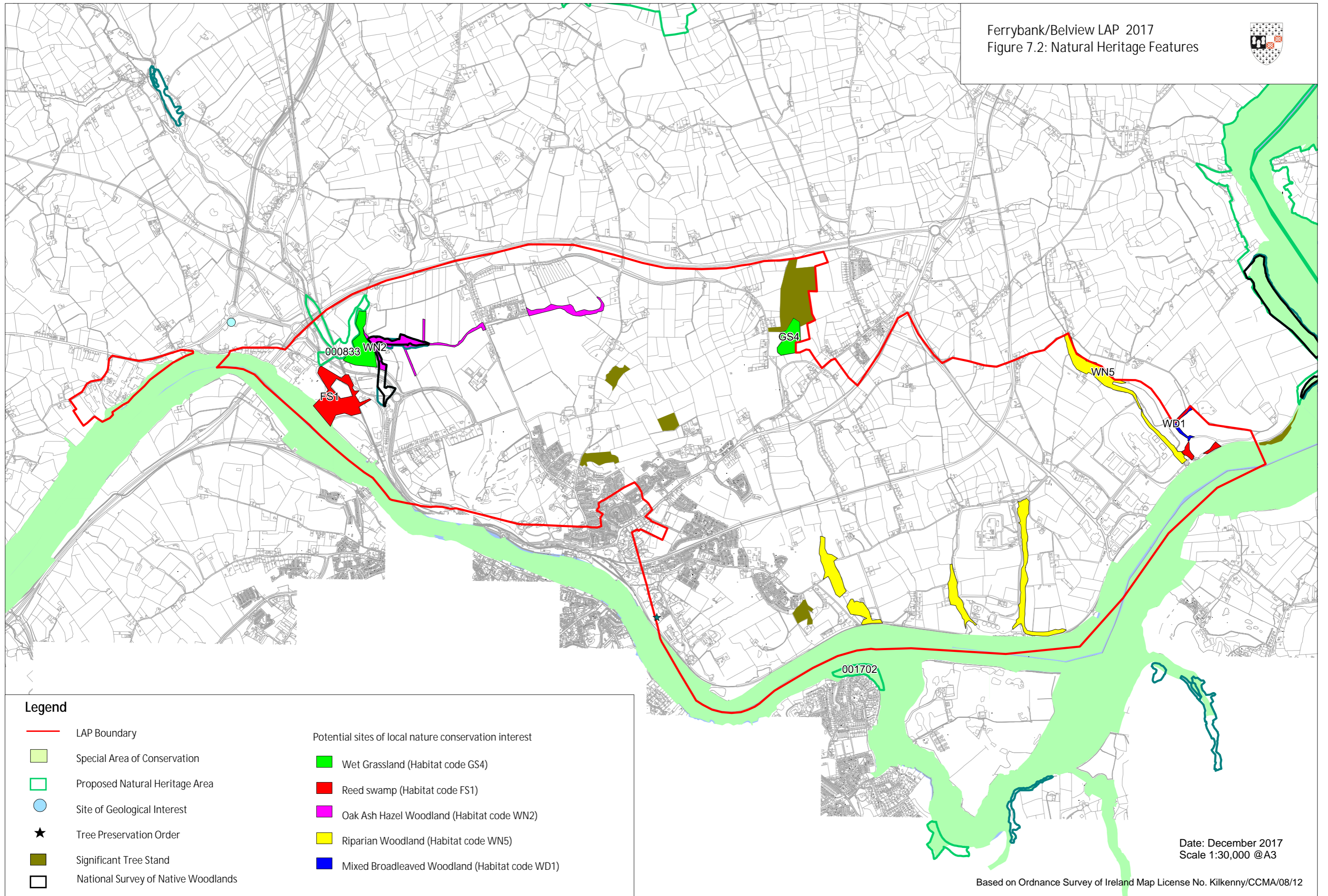
Woodlands, Trees and Hedgerows

There are a number of significant woodlands in the plan area, some of which once formed part of the demesnes of large country houses.


The National Survey of Native Woodlands (NSNW) surveyed a total of 58 sites in Kilkenny as part of the National Survey (BEC consultants 2003-2008). There is one site within the Plan area, as shown on Figure 7.2, Site Code 225 at Mullinabro/Newrath.

The woods at Rockland are amongst the most significant swathes of mature trees to be found in the plan area. This woodland dates from the 18th century, originally forming part of the Rockland House estate. Adjacent to Rockland Woods are the remnants of woodlands once associated with Christendom House and Rathculliheen House. A Tree Preservation Order (TPO) is in place at Rockland Woods in Christendom, ref. 1/2008, see Figure 7.2 Natural Heritage⁴⁵.

⁴⁵ Tree Preservation Orders (TPOs) are made only if it appears to the Planning Authority that it is expedient and in the interest of amenity in the environment to protect a tree, trees, group of trees or woodlands, which may be under threat.



Legend

- | | |
|---|---|
|  LAP Boundary |  Potential sites of local nature conservation interest |
|  Special Area of Conservation |  Wet Grassland (Habitat code GS4) |
|  Proposed Natural Heritage Area |  Reed swamp (Habitat code FS1) |
|  Site of Geological Interest |  Oak Ash Hazel Woodland (Habitat code WN2) |
|  Tree Preservation Order |  Riparian Woodland (Habitat code WN5) |
|  Significant Tree Stand |  Mixed Broadleaved Woodland (Habitat code WD1) |
|  National Survey of Native Woodlands | |

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To the east of the plan area, there are a number of woodlands running in a northward direction perpendicular to the River Suir corridor. The most significant of these are the woodlands at Gyles Quay and the woodlands around the Glass House at Gorteens. Many of these woodlands are deciduous and generally consist of a mix of native and non-native trees. These woodlands represent an important environmental amenity for the area, and are particularly significant given their elevated location overlooking the River Suir. In general, this Plan seeks to protect woodlands, trees and hedgerows which are of amenity or biodiversity value and/or contribute to landscape character.

The Strategic Environmental Assessment carried out for the 2009 LAP identified a total of 7 woodland sites as being of high value, locally important. These are identified on Figure 7.2 Natural Heritage.

Two of these were sites of Oak-Ash-Hazel woodland, habitat code WN2. They were found to have an unusually low proportion of non-native species and well formed canopies. The two sites are located in Mullinabro and Cloone, see Figure 7.2 Natural Heritage, and are connected by a small stream, which adds diversity. The site at Mullinabro was identified as part of the NSNW, see above.

Four of these woodland sites were identified as Riparian Woodland, habitat code WN5. These sites are all located in the east of the Plan area, in the Belview Industrial area see Figure 7.2 Natural Heritage.

One of these sites was identified as Mixed Broadleaved Woodland, WD1, located near the SAC in Belview.

All seven of these sites continue to be zoned for Passive Open Space/Biodiversity conservation.

The opportunity exists to utilise some of these woodland areas for public recreation and amenity purposes, and this will be encouraged.

Agricultural land and hedgerows

The land to the north of the River Suir generally consists of high quality agricultural land. The main agricultural areas within the plan boundary occur within the townlands of Mullinabro, Newrath, Cloone, Ballyrobin, Killapsy, Ballynamona, Ballinavoher, Rathculliheen, Kilmurry and Gorteens. These agricultural areas are characterised by open land with medium field parcels which are generally delineated by medium sized hedgerows. There are also a number of mature hedgerows in the area, some incorporating larger trees. Some of these have already been identified as woodland sites (see above), in particular the Oak Ash Hazel woodland in Cloone. There is also a significant mature hedgerow and tree stand near Belmont, and this is identified on Figure 7.2. The protection of such hedgerows is encouraged. They provide valuable habitats for wildlife and also enhance the character of an area. Hedgerows should be retained and incorporated where possible into any future development of the area.

Bats

An old mill in the Newrath area, adjacent to the SAC on the banks of the Suir, is zoned for redevelopment as 'Commercial'. It is reasonable to assume that a building of this nature has been colonised by bats and could potentially be used as either a maternity roost or for hibernation in winter. All bats are protected under Annex IV of the Habitats Directive and the Wildlife (Amendment) Act, 2000. Three types of bats have been listed as conservation aspects for the River Suir SAC by the NPWS (NPWS, 2006), therefore as part of any planning application here, a specialist bat ecologist survey and report of the old mill buildings should be submitted, see Objective H5 on Figure 2.4 Development Objectives.

7.2.5 Geological Heritage

The Geological Survey of Ireland (GSI) has assessed the geological heritage of County Kilkenny and produced two reports entitled *The Geological Heritage of Kilkenny (2007)* and *An Audit of Geological Sites in County Kilkenny, Phase 2 (2012)*. Both reports are available on the Council's website (www.kilkennycoco.ie). In these reports the GSI identified sites of geological and geomorphological importance in the County and recommended their protection as County Geological Sites. There is one site, Granny Quarry, located in close proximity to the Plan area.

7.2.6 Protected views

There is a need to protect and conserve views and prospects adjoining public roads and the river where these views are of special amenity value. In conserving views, it is not proposed that this should give rise to the prohibition of development along these routes but development, where permitted, should not seriously hinder or obstruct these views and should be designed and located to minimise their impact. The Planning Authority will be cognisant of the impact of developments within the county on views from Waterford and Wexford.

Two protected views are designated in the County Plan within the plan area; Views 21 and 22 as follows (See Figure 2.4 Development Objectives):

V21: Views southwest over the River Suir at Granny Castle to the Comeraghs.

V22: Views over the confluence of the Rivers Suir and Barrow at Snow Hill on road nos. LS7483 from its junction with road no. LP 3415 and view from road no. LT 74831-15.

There are also a number of protected views proposed within this LAP, and these are shown on Figure 2.4 Development Objectives and listed below.

- VFB1 View from Granny eastwards along River Suir
- VFB2 View from Newrath in all directions
- VFB3 View from Mount Misery Sion south, west and east (including the view of the two watch towers)
- VFB4 View from Newtown eastwards along River Suir

- VFB5 View from Gyles Quay south and east
- VFB6 View from Gorteens south and east
- VFB7 View from R711 southwards along stream

7.3 Heritage Objectives (Refer also to Figure 2.4, Development Objectives).

7A Protect the sites identified on Figure 7.2 Natural Heritage as sites of local conservation interest. These are:

- Wet Grassland (GS4)**
- Reed swamp (FS1)**
- Oak-Ash-Hazel woodland (WN2)**
- Riparian Woodland (WN5)**
- Mixed Broadleaved Woodland (WD1)**

7B Protect and manage the tree groups/stands as identified on Figure 7.2 Natural Heritage and secure TPOs where necessary/as appropriate.

7C Protect existing wetlands from fill while encouraging the enhancement of wetland habitats and landscape features which form part of habitat networks, such as river corridors and associated habitats.

7D To investigate the possibility of wetland habitat creation as part of any development on lands at Newrath and to consult with the NPWS at pre-planning stage in any development. Measures to ecologically enhance sites adjoining the wetland may include the provision of a tree line boundary between any development and the wetland, a reduction in gradient changes at the edges of the site and an emphasis on retaining the hydrological and topographical connectivity of the wetland.

7E Require a specialist bat ecologist to survey the old mill buildings in the Newrath area prior to any development taking place. This report is to be submitted to Kilkenny County Council at planning application stage.

7F To preserve and improve places or areas from which views or prospects of special amenity value exist, as identified on Figure 2.4 Development Objectives.

7.4 Heritage Development management standards

7DMA Require the incorporation of natural features where appropriate and to protect existing woodlands, trees and hedgerows which are of amenity or biodiversity value and/or contribute to landscape character, and to ensure that proper provision is made for their protection and management, when undertaking, approving or authorising development.

7DMB To ensure that when undertaking, approving or authorising development that sufficient information is provided to enable an assessment of impacts on woodlands, trees and hedgerows.

7DMC Ensure that an ecological assessment is carried out for any proposed development likely to have a significant impact on rare and threatened species including those species protected by law and their habitats. Ensure appropriate avoidance and mitigation measures are incorporated into development proposals as part of any ecological impact assessment.

7DMD All lighting within the Plan area will be directional lighting designed specifically in relation to biodiversity.

8 Recreation, Tourism and the Arts

8.1 Green Infrastructure

As set out in Chapter 7, Heritage, a Green Infrastructure approach was taken to plan for open space in the Plan area. This LAP continues the Strategy outlined in the 2009 LAP for the protection of environmental character and the long term provision of open space. This strategy prioritised the protection of the Rockshire Hill ridgeline and the River Suir setting. Accordingly, this LAP has zoned these areas Passive Open Space/Green Links/Biodiversity Conservation. This zoning ensures the preservation of these lands for possible future development as publicly accessible open space.

8.1.1 Long term Strategic Walking & Cycling Routes

This LAP reserves significant amounts of interconnected open space throughout the plan area, in the Passive Open Space, Active Open Space and Water Compatible Development zones. Eventually it is envisaged that this open space will contain a comprehensive walking (and cycling) network. The establishment of linkages and connections between areas of open space as identified in this LAP is essential if this goal is to be realised. Some links are proposed for locations where there is no development at present, and the creation of linkages will be tied to the development of the land. Following on from the strategy outlined above, two of these routes are along the Rockshire Hill ridgeline and along the bank of the River Suir. The proposed walk and cycle ways are illustrated on Figure 2.4: Development Objectives, and are summarised as follows (from west to east):

- WCW1 From the Newrath Road to the summits of Mount Sion and Mount Misery connecting onto the rear of the former Ard Rí Hotel.
- WCW2 From the Grannyferry Natural Heritage Area to Mullinabro and the Smartcastle stream linking to the stream corridor at Cloone eastwards along the townland boundaries of Ballyrobin and Killaspy to the Brothers of Charity complex.
- WCW3 From the Mount Sion Road to link up with the Rockshire Road, and to connect through to the the new park and the Belmont Road Roundabout.
- WCW4 In conjunction with Waterford City and County Council, from the Church of Ireland at Christendom, along the banks of the River Suir to Newtown/Gyles Quay.
- WCW5 From Clover Road, south of the former Abbey Business Park, northeasterly to the eastern boundary of the townland of Christendom and southerly to link into River Suir park.
- WCW6 From AOS: Active Open Space lands at Clover Social Club linking southeastwards to the Passive Open Space and then eastwards to the Active Open Space adjacent to Abbey Park housing estate.
- WCW7 From Abbey Road south, west of Rathculliheen House, to link into River Suir park, connection to be provided through the Strategic Reserve lands.
- WCW8 From the R711 Urban Village area across the railway line/Greenway and down into Abbeylands to the west of the water reservoir.
- WCW9 From Milepost Village north to the forest west of Slieverue

- WCW10 From Milepost Village south to Gyles Quay, along the course of the existing stream corridor.
- WCW11 From Gyles Quay eastwards to Belview along River Suir
- WCW12 From the western side of the Gorteens Wastewater Treatment plant, northwards along the stream corridor to the R711/Slieverue Village.
- WCW13 From the stream on the eastern side of Springfield House north to the entrance of the IDA Business Park, to connect with the N29 at its intersection with the railway line/Greenway.
- WCW14 Along the stream corridor at the eastern side of the Belview Industrial area.

Two key components of the integrated open space system are the proposed Greenway and the Suir Riverside Walk.

8.1.1.1 Waterford to New Ross Greenway

Kilkenny County Council, in conjunction with Wexford County Council and Waterford City and County Council, are at present developing the South Kilkenny/Waterford to New Ross Greenway. A Preliminary Design Report for the Greenway was carried out in 2014 and a Part 8 process is currently underway. The completed Greenway will provide a continuous and consistent two way cycling and walking route for 22 kilometres along the disused rail corridor between New Ross and Waterford. This route will ultimately link into the Waterford Greenway through Waterford City to Dungarvan and also provides for future connectivity to the Red Bridge walking route in New Ross and onward to St. Mullins. The Council is committed to the development of the Greenway.

There are two access points proposed; one in the vicinity of Abbey Road, and one to the northeast in Rathpatrick. Owing to the deep cutting of the railway line through the plan area, other access points would require significant groundworks. The creation of access points in future development adjoining the Greenway, where appropriate, is an objective of this Plan. It is an objective of this LAP to connect the road network at Belview to the Greenway (See Chapter 5). It is an objective of the Council to complete the Greenway from Waterford to New Ross and to facilitate its connection and development to connect to the Waterford-Dungarvan greenway.

8.1.1.2 Suir Riverside walk

Given the highly scenic nature of the River Suir setting, it is a long term objective for the area that a linear riverside walkway would be created, stretching from Rockland Woods at Christendom to Gyles Quay. Rockland Woods straddles the administrative boundary with Waterford City and County, and ideally such a walkway could extend to the Church of Ireland, and indeed into the North Quays. This is an objective of the Waterford City Development Plan 2013-2019.

In this regard, the proposed rejuvenation of the North Quays via the SDZ is a critical factor. The Waterford North Quays - Urban Design Framework Plan (2008)

recommended that the connections between Ferrybank and the new waterfront should be prioritised. This would provide the plan area with an opportunity to strengthen its relationship with the River Suir and to create linkages with the northern waterfront. The Council will work closely with Waterford City and County Council to develop a riverside walk from the Church of Ireland at Christendom, along the banks of the River Suir to Newtown/Gyles Quay.

For the most part, the riverfront edge is undeveloped, with the exception of some small areas, such as the industrial plants at Christendom. In addition, the area of Rathview Park, close to Gyles Quay, has a number of residences backing on to the river, which block access to the river's edge. In this location, the walk will be on-road as it passes four dwellings, and at present there is no access through from Rathview Park to Gyles Quay. The long term aim is to connect from this road along the river's edge to Gyles Quay. An objective has been included to ensure that a publicly accessible viewing point is created within the remaining existing residentially zoned land with a maximum of one house provided for. A connection to Gyles Quay, by crossing over the railway line, could be achieved in the long term.

8.1.1.3 Short links/short cuts

Within existing estates, there are some locations where the provision of short links/short cuts would provide great benefit and aid in pedestrian permeability. The feasibility of providing connections at each of these locations will need to be assessed. The locations are as follows:

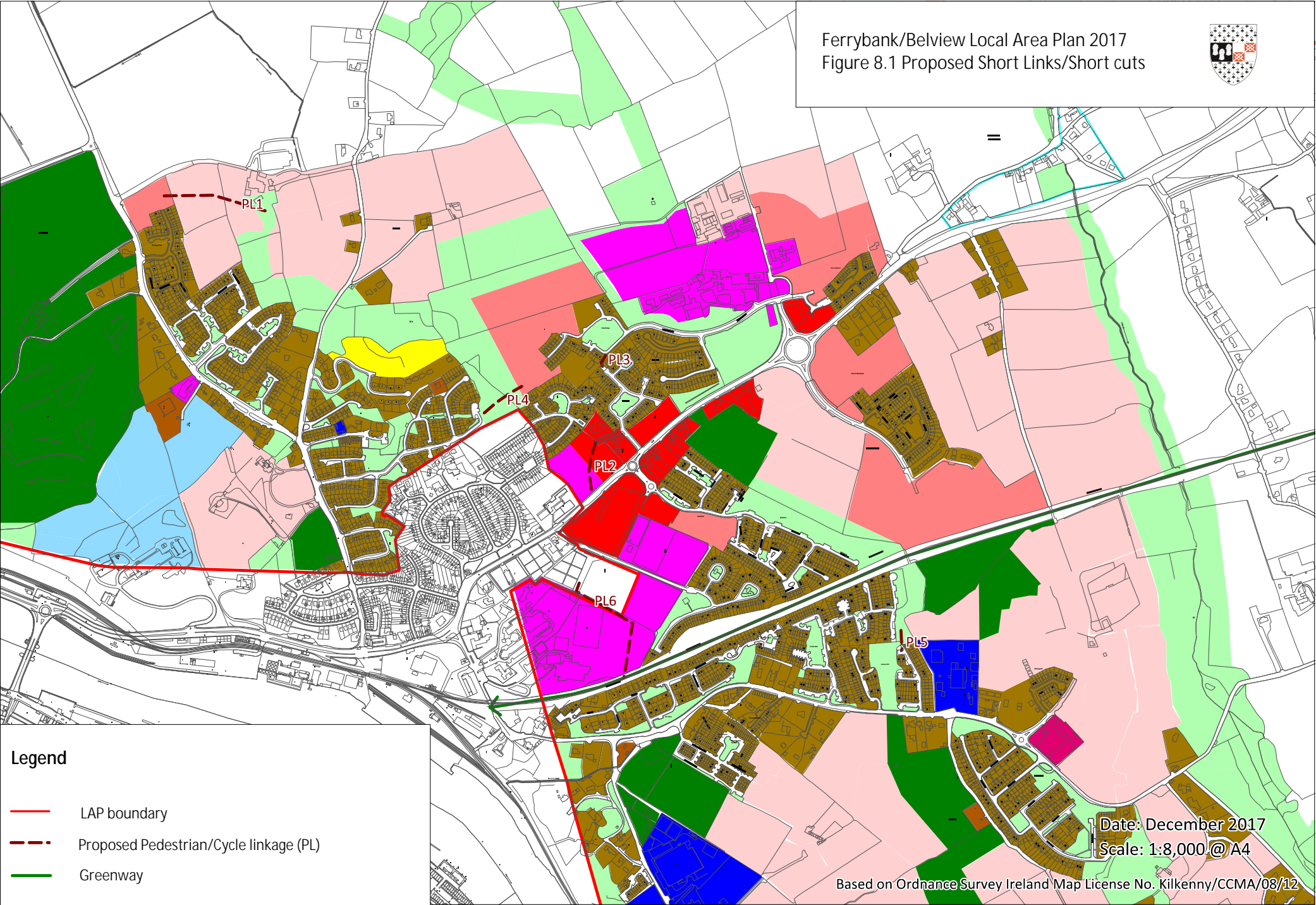
- PL1 In any redesign of The Beeches, to allow for connection from Passive Open Space to southeast
- PL2 Through WCCC owned site off the Belmont Road to connect from Belmont Heights, by the Hillsfield community centre, to Scoil Mhuire an Port Mór and the R711.
- PL3 Between Oak Ridge & Ard Daire housing estates
- PL4 Between Oak Ridge and Green Oaks housing developments
- PL5 Between Fíodh Mór & Leaca Ard housing estates
- PL6 From Abbey College through to the Greenway/GAA lands to the east.

These are shown on Figure 8.1 and are also illustrated on Figure 2.4 Development Objectives. These pedestrian linkages must be safe, inviting and well-lit.

8.1.2 Public parks and Playgrounds

Only one housing development (Blackthorn Hills, Rockshire) in the plan area has a purpose built playground. The 2009 LAP identified the need for a network of open space, and in particular for a park, and the Council has now identified a site at Aylesbury that will be used for the development of the Ferrybank Neighbourhood Park which includes a playground (See Objective RTA4 and Figure 2.4).

Ferrybank/Belview Local Area Plan 2017
Figure 8.1 Proposed Short Links/Short cuts



8.1.3 Sports facilities

The plan area is well served by sporting facilities, all of which are zoned as Active Open Space in this LAP. Ferrybank A.F.C.'s soccer grounds are located in Abbeylands. Waterford Golf Course is located at Newrath, and this forms a significant land user in the area.

The Clover Social Centre is located in Christendom. The possible redevelopment of the overall site for sports and amenity uses, with retention of the social centre, is being explored.

The grounds of the Ferrybank G.A.A. club are located in Waterford's administrative area, adjoining the Plan boundary, this site is zoned as Open Space within Waterford City's current Development Plan (2013-2019). As part of a recent planning permission for the Abbey College site, a condition was included to set aside provision for a future pedestrian/cycle link between the school property and adjoining Ferrybank GAA lands. This link remains an objective of this LAP, see PL6 above.

8.2 Tourism

Despite the scenic nature and heritage of the plan area, tourism facilities have not been developed. The area lacks the infrastructure necessary to sustain a viable tourism market and does not have a readily definable tourism product. Its close proximity to Waterford City, which has a vibrant arts and culture base, has acted against the creation of a tourism industry in the plan area itself. However, there is potential to capitalise on some of the tourism associated with Waterford City through the development of complementary activities. Any steps towards the improvement of the area's identity, as discussed in Chapter 3, would aid in the development of marketing opportunities for tourism.

The Athenaeum House Hotel is located in Christendom, and there are also a small number of bed and breakfasts dispersed throughout the area. The area is poorly serviced in terms of restaurants and dining facilities. Given the area's proximity to Waterford City, which has an abundance of hotels and restaurants, this is to be expected. However, the establishment of an urban centre in Ferrybank would facilitate the creation of additional dining facilities in the area. Such facilities and services would provide the plan area with an evening economy, something which it currently lacks.

8.2.1 The River Suir

In terms of tourism, the River Suir is one of the plan area's key assets. One of the key recommendations of the PLUTS (and the Urban Design Framework Plan for the North Quays) concerning tourism is the development of a new marina and waterfront to the north of the River Suir.

8.2.2 Granny Castle

There is a picnic area at Granny, which is located in a very scenic area adjacent to the medieval Granny Castle. A Public Area Enhancement Scheme has been drawn up by the Council and funding has been set aside mainly from the Council and also from the Department of Environment. This scheme involves the replacement of the seating, undergrounding of overhead services, new paving, layout and planting.

8.2.3 Nature based Tourism

One of the plan area's most valuable assets is its unique natural environment. The development of nature-based tourism activities would harness the potential of the area in terms of its scenic landscape, and would also offer a strong alternative to the urban based activities available in Waterford City. Given the area's traditional agricultural base, the development of agri-tourism products offers significant potential. This plan encourages the development of activities such as equestrian centres, water-based activities, walking trails and other nature-based pursuits. In the longer term, the Grannyferry wetlands at Grannagh could be an ideal location for a wildlife park, but this would require significant input from the National Parks and Wildlife Service.

8.2.4 The Port

As regards tourism and leisure, Belview Port is another of the plan area's principal assets. Cruise ships berth at Belview Port on a year round basis⁴⁶. It is becoming a more popular berthing location for cruise ships due to the impressive location of the Port, close to the south eastern tip of Ireland at the conjunction of the Atlantic Ocean, English Channel and Irish Sea. It is also popular due to its proximity to Waterford City, which contains a range of tourist attractions, in addition to those in the south east generally. The Port has potential to expand this business, and this would offer potential for the plan area to capitalise on the tourism associated with these cruise ships, possibly through the development of specific attractions and packages designed in conjunction with the Port.

8.2.5 Árd Rí hotel site

Another area with possible tourism potential within the Ferrybank-Belview area is the Árd Rí hotel site. The site occupies a very prominent position on the north side of the River Suir and offers panoramic views of Waterford City below. Due to its dramatic location, this site presents opportunities in terms of the development of amenity and leisure facilities. It is currently occupied by the former hotel building, which is now vacant. This building dates from the late 1960's and is built in the Modernist architectural style.

This Plan has zoned the site as an Opportunity Site, to allow for a variety of uses. This is in line with the "Opportunity Site" zoning within Waterford City's current

⁴⁶ Four cruise ships visits in 2015

Development Plan (2013-2019)⁴⁷. The Opportunity site zoning within this Plan allows for mixed use development with a broad range of uses. It is not intended that residential would form the primary use. Kilkenny County Council will liaise with Waterford City and County Council in relation to this site. As part of the consultation exercise in the preparation of the Draft Plan, the Council was made aware of the possibility of additional lands to the north of the hotel site forming part of the overall holding. This enlarged site has the potential to accommodate a significant tourism/residential project. This Plan has therefore enlarged the Opportunity site designation around the Árd Rí. The Opportunity site includes one of the two watchtowers in Ferrybank, which are protected structures, see Chapter 7. The site also includes one of the highest points in the plan area, the summit of Mount Misery.

Development on this site will only be considered within an overall design framework plan which should be subject to the provisions set out elsewhere in this LAP, and should consider the full extent of the site, including the portion in the administrative area of Waterford, the protection of the watchtower and Mount Misery ridgeline, including View FB3. The Council will support appropriate tourism attractions and or innovative links /connectivity with the North Quays and onto the city centre.

8.3 Arts and Culture

The provision of the necessary community infrastructure is vital if arts and culture related activities are to make a meaningful impact in the plan area. Such activities enable people to develop a sense of ownership of their area and to achieve a sense of place. If the necessary infrastructure was put in place, the area could begin to generate tourism through arts festivals, art exhibitions and installations, etc. The provision of appropriate cultural facilities should be explored in conjunction with the development of the urban centre at Ferrybank. In light of Waterford City's strong cultural and theatrical base, and the plans for the North Quays SDZ, it is likely that the plan area could tap into this tourist market.

8.4 Recreation, Tourism & Arts Objectives

8A Reserve a system of linear open space and encourage the creation of public access points as opportunities arise, as follows (See Figure 2.3):

- **WCW1 From the rear of the former Ard Rí Hotel to the summits of Mount Sion and Mount Misery connecting onto the Newrath Road.**
- **WCW2 From the Brothers of Charity complex, along the townland boundaries of Ballyrobin and Killaspy to Cloone, linking the stream corridor at Cloone westwards to Mullinabro and Smartcastle stream, and from there to the Grannyferry Natural Heritage Area.**

⁴⁷ Waterford's Development Plan states that "the development of such sites shall be based on an overall design framework for each site and shall contain an appropriate mix of compatible and complementary uses".

- **WCW3** From Belmont Roundabout north and westerly to link up with the Rockshire Road, and to connect through to the Mount Sion Road.
- **WCW4** In conjunction with Waterford City and County Council, from the Church of Ireland at Christendom, along the banks of the River Suir to Newtown/Gyles Quay.
- **WCW4a** Any dwelling at this location must not utilise more than half the site area (total site area is 0.32 hectares) and must create a publicly accessible viewing point as shown on Figure 2.4, Development Objectives, within the remaining residentially zoned land, with a maximum of one house provided for.
- **WCW5** From Clover Road, south of the former Abbey Business Park, northeasterly to the eastern boundary of the townland of Christendom and southerly to link into River Suir park.
- **WCW6** From AOS: Active Open Space lands at Clover Social Club linking southeastwards to the Passive Open Space and then eastwards to the Active Open Space adjacent to Abbey Park.
- **WCW7** From Abbey Road south, west of Rathculliheen House, to link into River Suir park, connection to be provided through the Strategic Reserve lands.
- **WCW8** From the R711 Urban Village area across the old New Ross railway line and down into Abbeylands to the west of the water reservoir.
- **WCW10** From Milepost Village south to Gyles Quay, along the course of the existing stream corridor, and from Milepost Village north to the forest west of Slieverue (WCW9).
- **WCW11** From Gyles Quay to west along River Suir
- **WCW12** From the western side of the Gorteens Wastewater Treatment plant, northwards along the stream corridor to the R711/Slieverue Village.
- **WCW13** From the stream on the eastern side of Springfield House north to the entrance of the IDA Business Park, to connect with the N29 at its intersection with the railway line/Greenway.
- **WCW14** Along the stream corridor at the eastern side of the Belview Industrial area.

8B To investigate the feasibility of providing pedestrian linkages at the following locations:

PL1 In any redesign of The Beeches, to allow for connection from Passive Open Space to southeast

PL2 Through WCCC-owned site off the Belmont Road to connect from the Hillsfield community centre to Scoil Mhuire an Port Mór

PL3 Between Oak Ridge & Ard Daire housing estates

PL4 Between Oak Ridge and Green Oaks housing developments

PL5 Between Fíodh Mór & Leaca Ard housing estates

PL6 From Abbey College through to the Greenway/GAA lands to the east.

8C To complete the Greenway and investigate and encourage the creation of access points in any significant future development proposal adjoining the Greenway.

8D Develop a public park and playground at Aylesbury

8E Support the retention of the Clover Social Club and facilitate public use of the associated open space.

8F Work with Waterford City and County Council to explore development options for the Árd Rí hotel site as an Opportunity site.

8G To complete the Enhancement Scheme at Granny castle within the period of the Plan.

8.5 Recreation, Tourism & Arts Development Management Standards

8DMA To work with Waterford City and County Council to ensure development proposals for the Árd Rí hotel site, as an Opportunity site, are only considered within an overall design framework plan for the entire site, which includes for protection of the ridgeline, View FB3 and the watchtower, RPS C456.

9 Infrastructure and Environment

9.1 Water Services

On the 1st January 2014, Irish Water became the Water Services Authority, and as such all decisions relating to upgrades/expansions of water and wastewater supplies will be made by Irish Water into the future through their investment programme. (For Water Services in Belview, see Chapter 5.)

9.1.1 Water supply

The area is served by the South Kilkenny Water Supply Scheme. The scheme was constructed in 2010 to serve the Plan area population and to facilitate development in the Belview Industrial area. It was funded by Kilkenny County Council, DoECLG and the IDA. The South Kilkenny RWSS operates in parallel with the Mooncoin RWSS i.e. the two schemes are interlinked.

A groundwater source in Kilmacow supplies the schemes, the water is treated in Mullinabro Water Treatment Plant. Reservoirs in Belmont provide storage for the water.

There is sufficient capacity at present in the scheme, and capacity can be increased incrementally by development of additional wells (which are drilled but as yet undeveloped) as required. Additional watermains will be required to bring these additional wellfields into production but the main infrastructure i.e. water treatment plant, balancing tank, pumps and reservoirs are in place to cater for future expansion – up to 16,000m³/day.

9.1.2 Wastewater Services

The Gorteens Wastewater Treatment Plant (WWTP) began operating in 2010 and serves Waterford City and Environs including the Belview Industrial area and Slieverue. The Gorteens WWTP has a capacity of 190,600 Population Equivalent. The Gorteens WWTP is capable of serving the zoned land in the plan area, including Belview.

9.2 Flooding

A Strategic Flood Risk Assessment was carried out as part of this LAP and is attached as Appendix 1 to the Strategic Environmental Assessment. This SFRA was an iterative process, and informed the making of the Plan, with a new zoning now included for Water Compatible Development.

9.3 Energy

Two 110kV lines pass through the Plan area, extending from the Great Island power station to serve Waterford city and the south east of the country. The Plan area itself is served by a 38kV line, with substations located at Mount Misery, Kilmurry and at Belview.

Eirgrid are currently working on the Grid Link Project, to upgrade the transmission infrastructure in the south and east. This project now comprises a 'Regional Option' which uses a technology known as 'series compensation'. This will be the first time it will be deployed on the Irish transmission grid. It is an advanced, smart grid technology that will enable more power to flow through existing lines.

9.3.1 Gas

Gas is available in Ferrybank, and a gas pipeline was recently constructed between Ballinlaw (Great Island pipeline) and the Belview Industrial area as part of the Glanbia development.

9.3.2 Sustainable Energy Communities Programme

The Sustainable Energy Communities Programme seeks to initiate a process where communities work together to develop a sustainable energy system for the benefit of their community. This is achieved by:

- aiming, as far as possible, to be energy efficient
- using renewable energy where feasible
- developing decentralised energy supplies

At present the SEC programme is looking for communities to participate. The Ferrybank community would be an ideal location for this type of programme. The Council will aim to encourage and facilitate the community in this regard.

9.4 Telecommunications

The Waterford Metropolitan Area Network (MAN) is a high bandwidth fibre network that is available to authorised operators in Waterford City enabling them to sell high capacity broadband and telephony services to end users, such as large corporates.

Kilkenny County Council recognises the need for an extension to the Waterford City MAN, to connect to the Plan area, and the Belview Industrial area in particular, to attract business. Various options have been explored and routes have been identified, and Kilkenny County Council will work with the IDA, and other relevant organisations, to deliver this connection, subject to the required funding being available.

9.5 Waste Management

Under Planning file reference 15/647, permission was granted to CHI Environmental for a materials recovery and transfer facility and civic amenity centre at Grannagh. This will be a publicly accessible site, with provision for collection of general waste,

green waste, dry recyclables including glass, and hazardous household materials. Waterford City and County Council provide a Civic Amenity site at Kilbarry, which accepts all types of domestic waste.

There is a bring bank presently located within the bus station on the Dock Road, within Waterford's administrative area. The opportunities for additional bring banks as part of any significant commercial development will be explored as part of any such planning applications.

9.6 Control of Major Accident Hazards Directive (Seveso III Directive)

The [Major Accidents Directive](#)⁴⁸ (known as the Seveso III Directive), seeks to reduce the risk and to limit the consequences to both man and the environment, of accidents at manufacturing and storage facilities involving dangerous substances.

There is one Seveso (Control of Major Accident Hazards Directive) site in the plan area; Trans-Stock Warehousing and Cold Storage in Christendom⁴⁹. There is also one site in close proximity to the Plan area, SSE Generation Ireland Ltd., (formerly Endesa Ireland Ltd.) Great Island Generating Station, in Campile, Co. Wexford. It should be noted that these are the only sites currently identified and that there may be additional sites designated in the future.

Article 13 of the Directive provides that appropriate consultation procedures must be put in place so as to ensure that, before decisions are taken, technical advice is available to Planning Authorities in respect of relevant establishments.

9.7 Infrastructure and Environment objectives

9A To adopt a comprehensive risk-based planning approach to flood management to prevent or minimise future flood risk. In accordance with the [Planning System and Flood Risk Management – Guidelines for Planning Authorities](#), the avoidance of development in areas where flood risk has been identified shall be the primary response.

9B Maintain the natural wetland characteristics of wet grassland and reed swamps which are currently free from development and act as natural stormwater retention areas (See Figure 7.2 Natural Heritage and Section 7.2.4).

9C Require, where possible, the relocation of overhead cables underground in urban areas, specifically at the proposed urban village at Ferrybank-Abbeylands and Belview.

⁴⁸ EU, [Major Accidents Directive](#) 2012/18/EU

⁴⁹ Information correct as at 14.7.2016

9D Explore opportunities for Bring Banks as part of any significant commercial planning application.

9E To control the following for the purposes of reducing the risk or limiting the consequences of a major accident:

- **The siting of Major Accident Hazard sites**
- **The modification of an existing Major Accident Hazard site**
- **Development in the vicinity of a Major Accident Hazard site**

9.8 Development Management Standards

9DMA Where flood risk may be an issue for any proposed development, including pluvial flood risk, a flood risk assessment shall be carried out that is appropriate to the scale and nature of the development and the risks arising. This shall be undertaken in accordance with the [Flood Risk Assessment Guidelines](#). -Proposals for mitigation and management of flood risk will only be considered where avoidance is not possible and where development can be clearly justified with the [Guidelines'](#) Justification Test.

9DMB Encourage the screening through landscaping of utility substations as to minimise the visual effects that this development may have on the landscape, or alternatively encourage suitable integration through design.

9DMC The Council will consult with the Health & Safety Authority when assessing proposals for development of, in or near sites which are identified under the COMAH (Seveso III) Directive. Applications within 700 m of Trans-stock will be referred to the HSA.

10 Transport

10.1 Context

The PLUTS (See Chapter 1: Introduction and Strategic Context) included a number of transportation features of relevance as follows:

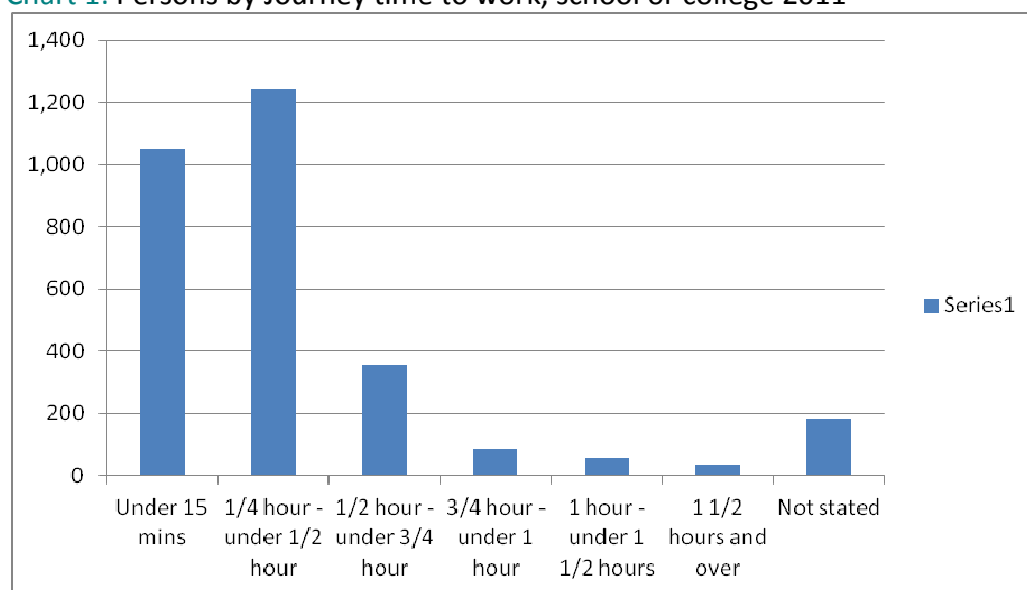
- A downstream river crossing to facilitate the extension of the Outer Ring Road northwards to the N25;
- A new city centre bridge for pedestrians and cyclists which will link the redeveloped North Quays with the existing City Centre;
- Provision of a rail-passenger platform on the North Quays as part of a new Public Transport Interchange;
- Development of a high-quality bus-based public transport system in the City supported by Park and Ride facilities located north and south of the River

Since the adoption of the PLUTS, Government policy has moved towards Smarter Travel, as set out in [Smarter Travel – A Sustainable Transport Future – A new Transport Policy for Ireland 2009-2020](#)⁵⁰. As set out in Chapter 1, the North Quays is being designated as an SDZ and Waterford City and County Council are currently preparing a planning scheme for the area.

10.2 Analysis

The most recent Census data for the Kilculliheen Electoral Division indicates that most of the residents travel for less than 30 minutes to reach work/school/college each day (See Chart 1). This fact, combined with the area's proximity to Waterford City, means that many opportunities exist for the promotion of walking, cycling and public transport. The emphasis within the plan area will be on Smarter Travel.

Chart 1: Persons by Journey time to work, school or college 2011

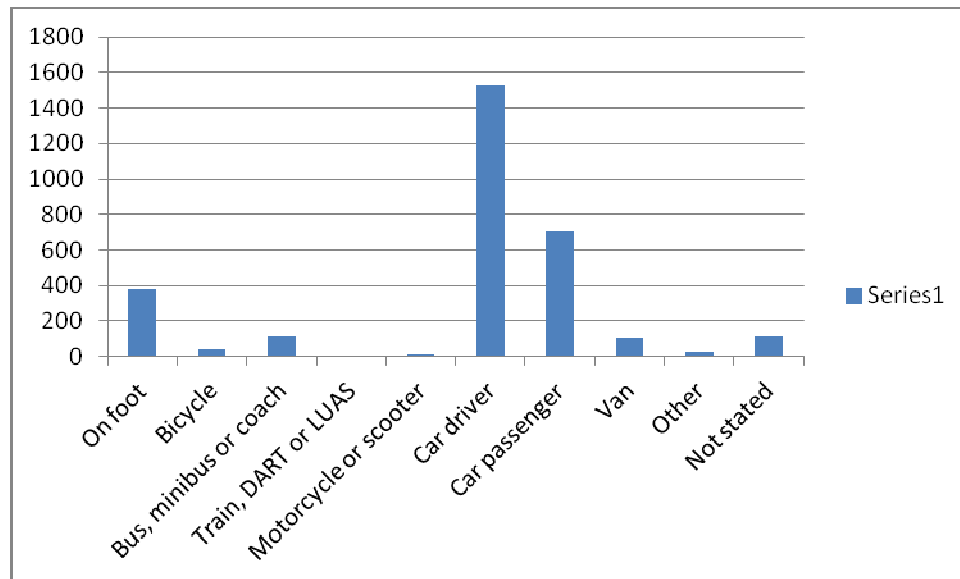


⁵⁰ Department of Transport, [Smarter Travel – A Sustainable Transport Future – A new Transport Policy for Ireland 2009-2020](#) 2009

Source: Central Statistics Office 2011

The Census data shows that the car is the most widely used method of transport. Travelling on foot is the next most popular mode of travel. A very small number of people use cycling as a means of transport in the plan area. People who travel to work/college/school by bus account for a small proportion of travel movements.

Chart 2: Persons by means of travel to work, school or college



Source: Central Statistics Office 2011

10.3 Public Transport

Chart 2 illustrates that the number of people using the bus as a means of travel to work, school or college in the plan area is minimal (110 people out of 3,032). It is apparent that steps need to be taken to make public transport more attractive and viable in the plan area.

Bus Éireann run a city service in Waterford City, operating routes to the W.I.T, the Regional Hospital and a number of residential areas south of the Suir.

The plan area is served by a private bus operator, J.J. Kavanagh's and Local Link. The Local Link bus service is a community service, which receives funding from various bodies including the Rural Transport Initiative. This is a flexible service, which responds to telephone bookings and was established to serve the needs of those living in rural areas. J.J. Kavanagh's run a bus service between Slieverue and Ardkeen, south of the river.

10.3.1 Green Routes

Green Routes are roads which include dedicated or shared facilities for buses and cyclists and improved pedestrian facilities. The PLUTS sought the development of a cross city Green Route linking the Belview Industrial area and the North Quays to the city centre and WIT in the south. This proposal included a Park and Ride site at Abbeylands off the N25.

As part of the Waterford City Centre Urban Renewal Scheme, the construction of the Green Route through the city centre has commenced. It is an objective of the Waterford City Development Plan 2013, to complete the implementation of all remaining Green Routes phases during the lifetime of the Plan.

In Ferrybank, bus stops have been positioned along the Belmont Road as part of the Green Route. Opportunities for the development of park and ride facilities will be considered as necessary. A site was identified along the R711 in the 2009 LAP for a park and ride facility. A review of the location for additional river crossings and connections onwards to the Belview Industrial area and the N25 is currently underway. This review is outside the timeframe for the publication of this Draft Plan. It is therefore prudent to retain the objective for a park and ride but not to identify its potential location until after the review of the additional river crossing and associated connections are complete.

10.3.2 Rail

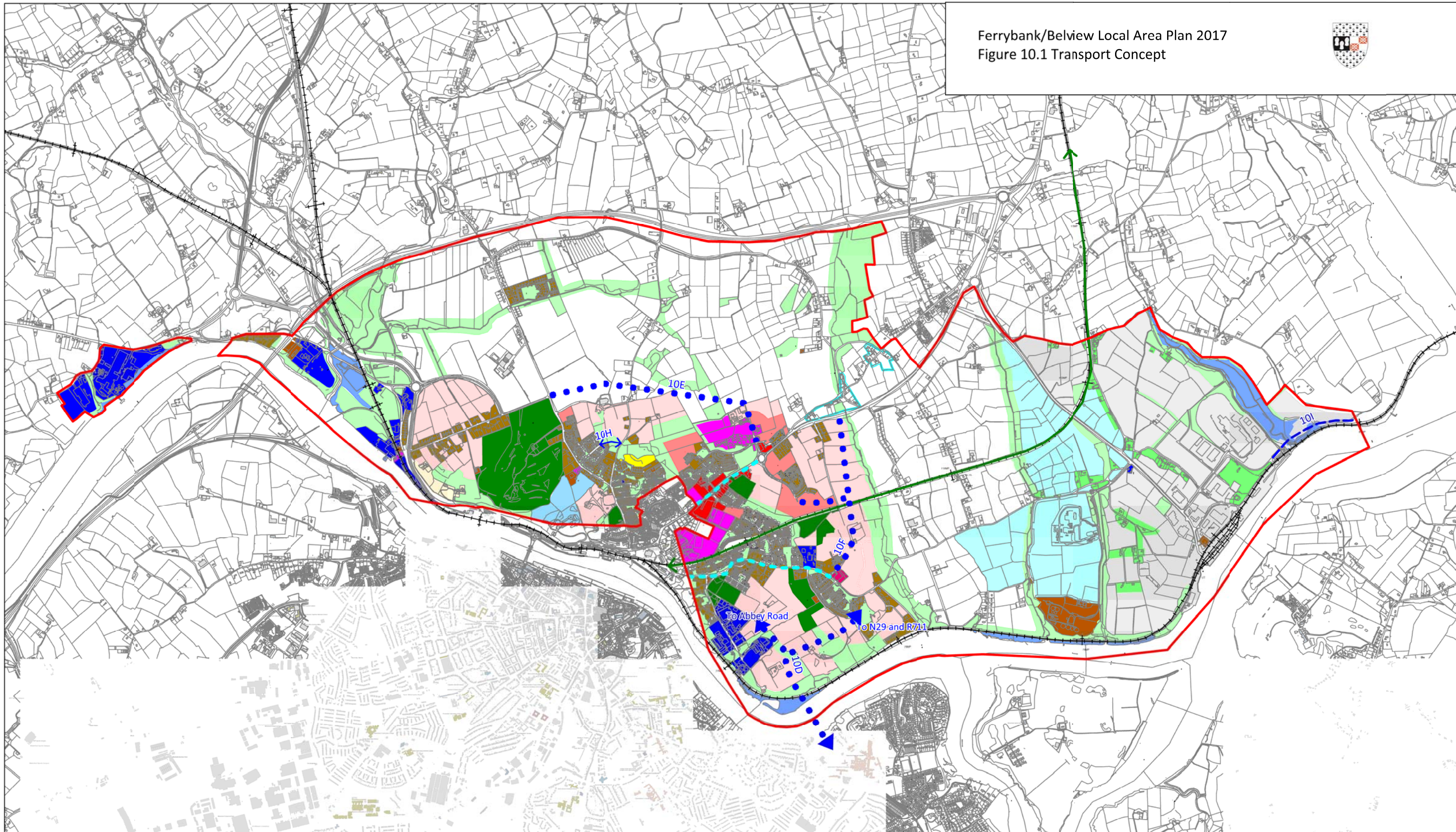
The plan area contains three railway lines, the main Dublin/Kilkenny line, the Waterford to New Ross line, which is currently disused and the Limerick to Rosslare Europort line see Figure 10.1. The passenger rail service between Waterford and Rosslare was closed in 2010, but the line is in service for freight, see Chapter 5 Belview Industrial Area. The Waterford to New Ross line is being developed as a Greenway, see Chapter 8 Recreation.

A new rail and bus terminal is being proposed as part of the North Quays development.





10.4 Active Travel - Walking and Cycling

A significant proportion (18%⁵¹) of people in the plan area choose walking as a method of transport. This is to be expected given the proximity of the study area to Waterford City. However, there is considerable scope for improvement to the pedestrian environment of the plan area. The opening of the Waterford - New Ross greenway will increase walking and cycling opportunities in the area. Chapter 8 outlines details of short cuts and pedestrian/cycle links which should increase connectivity in the area.

⁵¹ CSO, 2011



Legend

-  LAP Boundary
-  Proposed Cycle Lane
-  Strategic Road Proposal (see Chapter 10)
-  Greenway

Date: December 2017
Scale: 1:30,000 @ A3

As is evident from the chart above, the number of people who use cycling as a means of transport in the plan area is almost negligible. The area is not cycle friendly at present and roads are car-dominated.

A Draft Active Travel Strategy for Ferrybank was published in 2012. This set out an overall strategy for the improvement of active travel infrastructure in the area. This was not adopted, however elements of this Strategy remain valid for the improvement of Active Travel. It is an objective of this Plan to develop on-road cycle routes on the R711 Belmont Road and Abbey Road, as part of a Green Route, see Figure 10.1.

Bicycle parking standards for any new development are set out in the County Development Plan. As with all provisions of the CDP, these requirements will also apply to any new developments within the Plan area.

10.5 Workplace Travel Plans

As set out in the CDP, developments which have a large potential impact on trip generation may be required to draw up and implement Workplace Travel Plans, also known as Mobility Management Plans. Workplace Travel Plans are a mechanism by which developments can manage the mobility needs of their users and work towards reduced car dependency.

10.6 Roads

10.6.1 National Routes

A number of national routes converge in or near the Plan area. The M9 motorway, which enters the plan area from the north-west, is the main Waterford – Dublin route. Upon entering the plan area, this road joins up with the N24 National Primary Route and the N25 National Primary Route at the Grannagh interchange. The N24 connects Limerick to Waterford and the N25 connects Cork to Rosslare, and also forms part of the E30 European route.

The N25 National Primary Route provides a strategic link between Rosslare in the east and Cork in the west. The N25 Waterford City bypass, which opened in 2010, was the most significant development in transport infrastructure in the area in recent years. The project included construction of the River Suir Bridge, which is the second bridge over the Suir, the first being Rice Bridge. The by-pass commences in the vicinity of Kilmeaden to the west of the City, crosses the River Suir at Grannagh and ties in with the existing N25 to the east of Slieverue Village. The N25 now bypasses Slieverue, and the developed areas of Ferrybank and Abbeylands. The new bridge forming part of the N25 New Ross bypass is currently under construction.

The principal access to the Belview Industrial area is via the Port Access Road N29. This is addressed in Chapter 5: Belview Industrial area.

10.6.2 Regional Roads

There are two main Regional Roads in the plan area; the R711 and R448. The R711 is the former N25, running from Rice Bridge to the intersection with the N29 at Slieverue. The R711 forms the main street in the Plan area, known as the Belmont, or Ross Road. The R448 is the former N9, and the stretch from the Newrath roundabout into Waterford City (Edmund Rice Bridge) is known as the Sallypark Road. There is also the R861 which connects the Grannagh interchange to the Newrath roundabout.

10.6.3 Local Roads

In terms of local roads, the plan area is severed from north to south by the former New Ross railway line. This has led to the Abbey Road, which runs from the junction with Fountain Street in Waterford's area to Kilmurry, being a heavily trafficked road. The lack of alternative north-south connections, combined with the location of three schools in the immediate vicinity, results in the junction of Abbey Road/Fountain Street as being the busiest in the plan area.

10.7 Strategic Road Proposals

This LAP identifies a number of improved road connections between existing and proposed residential areas (See Figures 10.1 and 2.3 Development Objectives). These are:

- Downstream River Crossing
- Ferrybank Relief Road
- North-south link - Abbey Road to Belmont Road
- Link Road from Ballyrobin Road to Rockshire Road

10.7.1 Downstream River Crossing(s)

In line with the recommendations of the PLUTS, the previous Ferrybank LAP, and the Waterford City Development Plan⁵², an additional downstream bridge crossing over the River Suir is also proposed as part of this LAP.

A review of the crossing locations is underway in the context of the North Quays SDZ and validation of the crossing points originally proposed in PLUTS. This will connect Waterford City directly to the N25 through the Belview Industrial area, and connect back to Ferrybank and the North Quays. The Council will support the objectives of PLUTS and any agreed revisions. To be effective the additional river crossing must connect the N25 and the Belview area and also provide access to Ferrybank and the North Quays.

A number of options are under consideration including a route from Maypark or Ardkeen roundabout on the south bank of the River Suir. This proposed river crossing

⁵² Waterford City Council, Waterford City Development Plan 2013-2019, Section 6.2.6

and associated link roads will serve to create greater connectivity between the lands located north and south of the Suir. Other benefits of the scheme will include:

- Alleviation of traffic pressure on Rice Bridge.
- Reduced traffic congestion in the central areas of Ferrybank/Abbeylands and the city centre itself.
- Better access for traffic travelling from the east of the plan area, e.g. Slieverue, Belview, into Waterford.
- Improved access to the Waterford City Regional Hospital.

10.7.2 Ferrybank Relief Road

This LAP proposes a new road for the plan area which will bypass the main street of Ferrybank and other built up areas such as Rockshire. The road will start at the Belmont Roundabout and finish at Newrath, where it will join up with the existing Newrath Road and will also be able to link into the Waterford City bypass at the Newrath Junction (See Figure 10.1).

The reasons for the Ferrybank Relief Road include:

- To ensure that traffic travelling in an east-west direction will no longer need to pass through the central, built-up portion of the plan area, which is proposed as the urban village and focal point for the community.
- To increase the connectivity and permeability of existing residential areas and provide a strategic approach for long term development.
- To facilitate greater flexibility for public transport by bus routes in the future.
- To enable the creation of safe and attractive public places and areas of open space adjacent to the urban centre.

10.7.3 North-south link - Abbey Road to Belmont Road

Connectivity between north and south is hampered by the railway line to New Ross/Greenway. An opportunity exists to create a north south connection in the vicinity of Ross Abbey and Clover Meadows housing schemes. Other opportunities for north south linkages will be examined during the period of the Plan.

10.7.4 Link Road from Ballyrobin Road to Rockshire Road

As part of the permission for housing developments on the Ballyrobin/Mount Sion Road, a link road was to be constructed connecting across to the Rockshire Road. This link road runs from the Ballyrobin Road in a northeasterly direction and provides access to the Blackthorn Hills estate to the north and Hollybrook estate to the south. The completion of this link road remains an objective of this Plan.

Drumdowney

Promote a new access road to the lands at Drumdowney, in the east of the Plan area running parallel to the existing railway line that will link into the main port access road (N29), see Figure 10.1.

10.8 Transport objectives

10A Work towards the delivery of the proposed N25 Green Route Link between Belview and the North Quays, to include bus stops and pick up points throughout the proposed urban village.

10B Facilitate the introduction of Park and Ride facilities in tandem with the Green Route, as part of the PLUTS and any agreed reviews.

10C Provide cycle lanes on the following routes (*in accordance with the National Cycle Manual (www.cyclemanual.ie)*):

- Abbey Road
- R711/Urban Village

10D Reserve lands for the development of a downstream river crossing at Newtown and associated road links that will enable a connection to Abbey Road in the west and to Gorteens Road in the east, with an additional road link to the R711 in the north (long term objective)

10E Facilitate the delivery of the Ferrybank Relief Road in tandem with the construction of new development in the area over subsequent plan periods (long term objective).

10F To provide a link northward across the New Ross railway line/Greenway at the Ross Abbey housing development to connect through to the Belmont Road (R711) and to the Clover Meadows development, see Figure 10.1.

10G To investigate any opportunities for road links from the Belmont Road to Abbey Road.

10H To reserve land for the completion of the link road from the Ballyrobin Road to the Rockshire Road.

10I Promote a new access road to the lands at Drumdowney running parallel to the existing railway line that will link into the main port access road (N29) see Figure 10.1.

10.9 Transport Development Management Standards

10DMA Apply the bicycle parking requirements of the CDP to any development within the Plan area.

10DMB To require Workplace Travel Plans and School Travel Plans for proposed trip intensive development and schools.

10DMC To require Construction Environment Management Plans in advance of the construction of transportation infrastructure, including bridges and cycleways, to incorporate relevant and reliable mitigation measures which have been integrated into the Development Plans and any lower tier Environmental Impact Assessment Report or Appropriate Assessment.

11 Development Management

11.1 Introduction

The County Development Plan sets out a number of development management standards, all of which will apply in the plan area. However, this LAP is focused on the area of Ferrybank and Belview, and there are some locally specific issues which the CDP does not address. These are set out below.

Developers are encouraged to consult with the Planning Authority prior to the preparation of detailed plans.

11.2 Urban Design

Urban design is about creating high-quality places for people. This LAP has examined the connections between people and places, movement and urban form, nature and the built fabric. The heart of the Plan area will be the Belmont/Ross Road and design guidelines for that are set out below.

In addition, a number of greenfield sites have been identified for residential, or a mix of residential and other uses, under this Plan. Broad guidelines for each site, and density range, will be dictated by the relevant land use zone.

11.2.1 Urban Village Guidelines for the Belmont Road

This street will be the heart of the Plan area. Urban design principles are set out below which will contribute to the creation of a coherent and attractive Main Street. This will include:

- A strong and continuous building line, with a fairly uniform building setback of at least 15 metres from the existing kerb line (to allow for public realm improvements and set down areas) and building heights of 3-4 storeys
- To encourage active frontages and the use of the ground floor areas as commercial, service and community uses with residential and offices over-head, although with recognition that in the short term, residential may form the primary use at all levels (ground floor properties should be designed to be convertible from residential to commercial)
- Car parking promoted to the rear of buildings
- Careful detailing of the interface of any building with the street (including selection of floor levels, the design of entrance features, use of paving materials, lighting proposals, building signage and landscaping measures) will be required.

11.2.2 Density

The indicative density standards for each zone are set out in Chapter 2: Core Strategy and Zoning. It is important to note that these are not prescribed residential density standards;

rather they are indicative of what densities would be acceptable at various locations in the plan area. The figures in Chapter 2 are estimates for zoning requirements only, and the acceptable density on any site shall be determined by a design led approach.

11.2.3 Separation distance between dwellings

In the Urban Village, where higher densities are promoted, a decrease in separation between buildings may be considered (from the usual 22m between 2 storey dwellings), depending on the angles of views, innovative nature of the design, etc., and subject to a minimum distance of 15m being achieved.

11.2.4 Plot ratio

Plot ratio is the relationship between site area and the total floor area of the buildings erected on it. The plot ratio is calculated by dividing the gross floor area of the building by the site area.

Plot ratio = Gross Floor Area divided by gross site area.

The purpose of plot ratio is to prevent adverse effects of both over-development and under-development on the amenity and the layout of buildings, to achieve desirable massing and height of buildings, and to balance the capacity of the site and street frontages. A maximum plot ratio of 2.0 is set for the Urban Village zone and 1.0 for all other areas. Higher plot ratios will only be permitted in cases where exceptional standards of design are achieved.

11.2.5 Site Coverage

The purpose of site coverage control is to prevent over-development, to avoid overshadowing and to protect rights to light of adjoining properties. The maximum normal site coverage for uses in all areas is 65%. In the Urban Village zone, site coverage may be allowed to increase up to 85% or up to the existing site coverage. In some cases, a higher percentage may be allowed, subject to the proper planning and sustainable development of the site.

Site coverage = Ground floor area divided by gross site area.

11.3 Multi-storey Car Parks

All applications for multi-storey car parks must be accompanied by a report consisting of recent quantitative data, which illustrates the need for parking spaces in the area proposed. The report should contain an assessment of this data by a competent consultant on the likely impact of the car park on the area. Each application for a multi-storey car park will be considered on its own merits. The height and design of multi-storey car parks should be sensitive to the receiving environment. It is preferable that the street edges of the multi-storey car park be wrapped in active commercial uses, such as retail, office etc. wherever feasible.

11.4 Night Clubs/Public Houses

In order to maintain an appropriate mix of uses and protect night-time amenities, an excessive concentration of pubs, bars, nightclubs and hot-food take-aways in any one area will be prevented. The Council will ensure that the intensity of any proposed use is in keeping with both the character of the area (i.e. residential, mixed use, etc.) and with adjoining businesses, when development proposals are being considered. Along with general planning issues such as traffic, waste etc., the following issues will also be considered in the assessment of applications for new premises and extensions to premises:

- The amenity of nearby residents, i.e. general disturbance, hours of operation, car parking, litter and fumes.
- New buildings must be designed to prevent noise escaping and with adequate provision for refuse disposal, storage and collection.
- The need to retain a suitable diversity of uses throughout the day and evening to maintain the vitality and viability of the area.
- An important consideration for the local authority will be the number and frequency of such facilities and events in such facilities.
- Facade design will be carefully controlled by the planning authority and in particular the type and degree of advertising signage and lighting. The design shall respect the character of the street and the buildings.

12 Implementation and Finance

12.1 Introduction

The responsibility for the implementation of policies and objectives contained within this LAP will be dependent on a number of possible sources, including EU programmes and grants, the National Government, the County Council and the private sector. The Council will require developers to incorporate the objectives and development management standards of this plan into their development proposals. Other objectives, particularly key infrastructural elements, will require government funding and support. Where appropriate, the Council will seek financing from specified sources, both the public and private sector, as well as from EU programmes and grants.

The implementation of a plan may be constrained by a number of elements, namely, the economic climate, political support, allocated local authority funding, and the availability of funding from other sources. Therefore, no funding of projects is guaranteed in advance nor is the implementation of all objectives contained within the plan. The Council will endeavour to implement the LAP to the fullest extent possible.

It is intended that various agencies, including voluntary groups, professional institutions, public and private bodies, and other organisations will be encouraged to participate whenever possible, in the implementation of the policies and objectives of this plan.

12.2 Implementation and Infrastructure Delivery Schedule

The Guidelines on Local Area Plans⁵³ advise that LAPs should include an Implementation and Infrastructure Delivery Schedule. Developing areas depend on the integrated delivery of essential social and physical infrastructure. This LAP has set out the strategic elements of infrastructure (water services, access etc) but the development of land in private ownership can also contribute to the overall provision of physical and social infrastructure.

A number of greenfield sites have been identified for residential, or a mix of residential and other uses, under this Plan. Seven of these sites have the potential to contribute an element of social or physical infrastructure which could benefit a larger area. For these sites, an objective has been attached which must be completed in tandem with development of the site.

Site 1: Árd Rí hotel

Delivery of public access through the site to the passive open space zoning to the west (See Figure 2.4, Development objectives, WCW1).

⁵³ Department of the Environment, *Local Area Plans, Guidelines for Planning Authorities*, 2013, p.45

Site 2: The Beeches

In any redesign of this scheme, to provide for an access point at the eastern boundary of the site which will allow for eventual connection through to the passive open space zoning to the east (See Figure 2.4, Development objectives, PL1).

Site 3: Arbourmount

To provide an access point to the open space, east of the site, to cater for cycle and pedestrian access through the site (See Figure 2. 4, Development objectives, WCW3).

Site 4: Oak Ridge

To deliver public open space (as shown as Objective 12a on Figure 2.4 Development Objectives) as part of the completion of Oak Ridge.

To provide a pedestrian and cycle route through the estate to link through the passive open space to the Green Oaks development to the west (See Figure 2.4, Development objectives, PL4).

Site 5: Urban Village site adjacent to St. Mary's National School

Provision of pedestrian and cycle link through site from Belmont Heights and Hillsfield centre to the school and on to the R711 (See Figure 2.4, Development objectives, PL2).

Site 6: Brothers of Charity

To reserve first section of the Ferrybank Relief Road (See Figure 2.4, Development objectives, T5).

Site 7: Clover Meadows

Delivery of open space component adjacent to Bellfield estate.

Appendix 1 Land Use Zones

In this section, 'Permissible Uses' means uses which are acceptable in the relevant zone. However, it is still the subject of the normal planning process. Permissible uses listed under each zoning objective are generally acceptable in principle in the relevant zones. The schedule of Permissible Uses is intended as a guideline in assessing development proposals and should not be regarded as being exhaustive.

'Open for Consideration' means a use which may be permitted where the Planning Authority is satisfied that the suggested form of development will be compatible with the zone's objective, and will not conflict with the Permissible Uses and also conforms with the proper planning and development of the area. Other uses outside of those listed may also be considered provided they do not conflict with the zoning objective.

Non-conforming uses

Throughout the LAP area there are uses which do not conform to the zoning objectives for their zone. Extensions and improvements of premises accommodating these uses may be permitted where the proposed development would not seriously injure the amenities of the area or prejudice the proper planning and development of the area. In some cases, the Planning Authority may encourage relocation of permitted incompatible uses, for example by exchange of site.

Active Open Space

Objective: To allow for active open space.

Permissible Uses:

Clubhouse and associated facilities, Community facility and associated structures, Golf Course, Open Space, Playground.

Open for Consideration:

Agricultural Building, Cafe, Car Park, Leisure and associated structures, Recycling Centre (bottle banks etc), Water based Recreational / Cultural Activities.

Agriculture

Objective: To conserve and protect agricultural land from interference from non-agricultural uses. To prevent premature development of agricultural land adjacent to development areas.

Permissible Uses:

Agriculture, horticulture, Agricultural Building, Open Space, public service installations, residential use as outlined in Section 6.4.1.

Open for Consideration:

Bed and Breakfast/Guesthouse in existing dwellings, Car Park, Clubhouse and associated facilities, Cemetery, Golf Course.

Note: Residential uses are subject to the provisions set out in Section 6.4.1: Housing on Lands Zoned for Agriculture. Residential, or caravan park, development within the flood zones (as identified in the Strategic Flood Risk Assessment of this LAP or other superceding document) will not be permissible⁵⁴.

Extensions and expansions of existing uses will be considered on their own merits.

Business, Industry & Technology Park

Objective: To facilitate the development and expansion of business, industry and technology.

Permissible Uses:

Cafe, Car Park, Childcare Facilities (crèche/nursery), Enterprise Centre / Campus Industry, Industry - General Industrial Use, Industry (Light), Open Space, Park and Ride facility, retail which is ancillary to the primary use.

Open for Consideration:

Advertising Board, ATM, Car Repair/ Sales, Cultural/Recreational building, Education, Hotel/ Conference Centre, Leisure and associated structures, Library, Office, Playground, Public House, Restaurant, Service/Petrol Station, Recycling Centre (bottle banks, etc).

Community Facilities

Objective: To allow for local civic, community, educational and religious facilities and associated ancillary amenity facilities, open spaces/recreational areas to serve the immediate surroundings and hinterland.

Permissible Uses:

Buildings and structures for the health, safety and welfare of the public, Cemetery, Childcare Facilities (crèche/nursery), Club house and associated facilities, Community facility & associated structures, Cultural/Recreational building, Education, Hospital/Health-Centre/Clinic, Library, Open Space, Playground, Place of Public Worship, Retirement Home, Recycling Centre (bottle banks, etc), Water-based Recreational / Cultural Activities.

Open for Consideration:

Cafe, Car Park, Enterprise Centre/Campus, Funeral Home, Group Housing, Permanent & Temporary Halting Sites & Transient Sites for Travellers, Hairdressing/Beauty Salon, Home-based Economic Activity, Hotel/Conference Centre, Industry (Light), Leisure and associated structures, Office, Public House, Residential (Apartments), Residential (Houses), Residential (Extensions, Granny Flat, etc), Restaurant, Shop (Convenience), Shop (Comparison).

⁵⁴ See SFRA

Industrial/Technology Park

Objective: To provide for industry, technology and the expansion of port related activity.

Permissible Uses:

Car park, industry (General Industrial use) and ancillary office, Industry (Light) and ancillary office, open space, park and ride facility, silos and storage areas, storage tanks including bulk liquid storage and general warehousing, wholesale/warehousing.

Uses open for consideration:

Advertising board, ATM, buildings for the health, safety and welfare of the public, cafe, car repair/sales, childcare facilities (crèche/nursery), enterprise centre/campus/office based industry, public house, restaurant, service/petrol station, recycling centre (bottle banks, etc), water based recreational/cultural activities.

Milepost Infill Zone

Objective: To allow for residential development to consolidate the existing village form and to provide for limited, well located additional residential development on 0.25Ha within the current Passive Open Space zoning, where such development will accord with the proper planning and sustainable development of the area and include for the restoration and bringing back into residential use of the protected cottages.

Permissible Uses:

Residential

Open for consideration:

Bed and Breakfast/Guesthouse, cafe, Childcare Facilities (crèche/nursery), Club house and associated facilities, Open Space, Playground, Residential (Apartments), Residential (Houses), Residential (Extensions, Granny Flat, etc), Retirement Home.

Neighbourhood Centre

Objective: To allow for local shops and associated businesses and community facilities.

Permissible Uses:

ATM, Bank, Betting Office, Buildings for the health, safety and welfare of the public, Building Society, Cafe, Car Park, Childcare Facilities, Club house and associated facilities, Community facility & associated structures, Cultural/Recreational building, Education, Hairdressing/Beauty Salon, Hospital/Health-Centre/Clinic, Hotel/Conference Centre, Incubator/enterprise units, Leisure and associated structures, Library, Office, Open Space, Playground, Place of Public Worship, Public House, Residential (Apartments), Restaurant, Shop (Convenience), Shop (Comparison), Take-away, Recycling Centre (bottle banks, etc), Water-based Recreational / Cultural Activities.

Open for Consideration:

Advertising Board, Amusement, Bed and Breakfast/Guesthouse, Casual Trading, Car Repair/Sales, Funeral Home, Garden Centre, Home-based Economic Activity, Night-club, Park and Ride facility, Residential (Houses), Residential (Extensions, Granny Flat, etc), Retirement/Nursing Home, Service/Petrol Station.

Opportunity Site

Objective: To allow for a mixed use development with a broad range of uses, primarily based around a tourism/recreational function subject to the preparation of an overall design framework/Masterplan for the entire site. It is not intended that residential would form the primary use, but that a proportion of the uses, would be residential.

Permissible Uses:

Bed and Breakfast/Guesthouse, Buildings for the health, safety and welfare of the public, , Car Park, Casual Trading, Childcare Facilities (crèche/nursery), Club house and associated facilities, Community facility & associated structures, Cultural/Recreational building, Education, Hairdressing/Beauty Salon, Hospital/Health-Centre/Clinic, Hotel/Conference Centre, Leisure and associated structures, Library, Night- club, Office, Open Space, Playground, Place of Public Worship, Public House, Residential (Apartments), Residential (Houses), Restaurant, Shop (Convenience), Shop (Comparison), Take-away, Recycling Centre (bottle banks, etc).

Open for Consideration:

Advertising Board, Enterprise Centre/Campus, Funeral Home, Industry (Light), Residential Retirement Home, Service/Petrol Station.

Passive Open Space/Green Links/Biodiversity Conservation

Objective: To allow for passive open space/green links/biodiversity conservation.

Permissible Uses:

Agricultural Building, Open Space, Playground.

Open for Consideration:

Cafe, Car Park, Caravan Park/Camping Site (not permissible within the flood zones), Club house and associated facilities, Community facility & associated structures, Cultural/Recreational building, essential infrastructure, Golf Course, Graveyard, Leisure and associated structures, Water-based Recreational / Cultural Activities.
Extensions and expansions of existing uses will be considered on their own merits.

Port Facilities and Industry

Objective: To allow for the further development and expansion of port facilities and associated industries, to assist in the economic development of the wider area, whilst not encouraging leakage of uses which would be more appropriately located in the existing urban centres of Waterford City and Ferrybank.

Permissible Uses:

Car/Truck park, industry (General Industrial use), Industry (Light), Port related office, open space, park and ride facility, silos and storage areas, storage tanks including bulk liquid storage and general warehousing, wholesale/warehousing.

Open for consideration:

Advertising board, ATM, buildings for the health, safety and welfare of the public, cafe, car repair/sales, childcare facilities, enterprise centre/campus industry, service/petrol station, recycling centre (bottle banks, etc), Shop - Convenience outlet⁵⁵, water based recreational cultural activities.

Protect and Enhance Existing Residential Amenity

Objective: To allow for the protection and enhancement of existing residential amenity in the area.

Permissible Uses:

Bed and Breakfast/Guesthouse, Cafe, Childcare Facilities (crèche/nursery), Club house and associated facilities, Hotel, Open Space, Playground, Residential (Apartments), Residential (Houses), Residential (Extensions, Granny Flat, etc), Retirement Home.

Open for Consideration:

Buildings for the health, safety and welfare of the public, Community facility & associated structures, Cultural/Recreational building, Education, Group Housing, Permanent & Temporary Halting Sites & Transient Sites for Travellers, Hairdressing/Beauty Salon, Home-based Economic Activity, Leisure and associated structures, Library, Park and Ride facility, Place of Public Worship, Restaurant, Shop (Convenience), Recycling Centre (bottle banks, etc), Water-based Recreational / Cultural Activities.

Public Utilities

Objective: To allow for the development and expansion of public utilities throughout the area.

Permissible Uses:

Recycling Centre (bottle banks, etc).

Open for Consideration:

Buildings and structures for the health, safety and welfare of the public, Hospital/Health-Centre/Clinic, Open Space.

Residential Amenity Belview

Objective: To allow for the protection of existing residential amenity while prohibiting further residential development. It also allows for a future change of use from

⁵⁵ Net sales area of not more than 100sqm

residential to port-related uses. Existing residences should be appropriately screened and buffered in any development application.

Permissible Uses:

Industry (General Industrial Use), Industry (Light), Open Space.

Open for Consideration:

Agricultural Building, Bed and Breakfast/Guesthouse, Buildings for the health, safety and welfare of the public, Childcare Facilities (crèche/nursery), Enterprise Centre/Campus, Home-based Economic Activity, Industry with workshop/showroom, Office, Residential (Extensions, Granny Flat, etc), Recycling Centre (bottle banks, etc).

Residential Arcadian

Objective: To provide for new residential development and other services incidental to residential development. While housing is the primary use in zone, childcare facilities and recreation will also be considered. (1-5 per hectare / 0.4-2 per acre).

Permissible Uses:

Bed and Breakfast/Guesthouse, Childcare Facilities (crèche/nursery), Club house and associated facilities, Open Space, Playground, Residential (Houses), Residential (Extensions, Granny Flat, etc), Retirement Home.

Open for Consideration:

Agricultural Building, Buildings for the health, safety and welfare of the public, Car Park, Caravan Park/Campsite, Community facility & associated structures, Cultural/Recreational building, Education, Group Housing, Permanent & Temporary Halting Sites & Transient Sites for Travellers, Home-based Economic Activity, Hospital/Health-Centre/Clinic, Hotel/Conference Centre, Leisure and associated structures, Library, Place of Public Worship, Residential (Apartments), Restaurant, Shop (Convenience), Recycling Centre (bottle banks, etc), Water-based Recreational / Cultural Activities.

Residential Low Density

Objective: To allow for new residential development and other services incidental to residential development. While housing is the primary use in this zone, childcare facilities and recreation will also be considered. (15-20 per hectare / 6-8 per acre).

Permissible Uses:

Bed and Breakfast/Guesthouse, Childcare Facilities (crèche/nursery), Club house and associated facilities, Open Space, Playground, Residential (Houses), Residential (Extensions, Granny Flat, etc), Retirement Home.

Open for Consideration:

Buildings for the health, safety and welfare of the public, Community facility & associated structures, Cultural/Recreational building, Education, Group Housing, Permanent & Temporary Halting Sites & Transient Sites for Travellers, Home-based Economic Activity, Hospital/Health-Centre/Clinic, Hotel/Conference Centre, Leisure

and associated structures, Library, Park and Ride facility, Place of Public Worship, Residential (Apartments), Restaurant, Shop (Convenience), Recycling Centre (bottle banks, etc), Water-based Recreational / Cultural Activities.

Residential

Objective: To allow for new residential development and other services incidental to residential development. While housing is the primary use in this zone, childcare facilities and recreation will also be considered. (20-40 units per hectare / 8-16 per acre).

Permissible Uses:

Bed and Breakfast/Guesthouse, Childcare Facilities (crèche/nursery), Club house and associated facilities, Open Space, Playground, Residential (Apartments), Residential (Houses), Residential (Extensions, Granny Flat, etc), Retirement Home.

Open for Consideration:

Buildings for the health, safety and welfare of the public, Community Facilities and associated structures, Cultural/Recreational Buildings, Education, Group Housing, Permanent & Temporary Halting Sites & Transient Sites for Travellers, Hairdressing/Beauty Salon, Home-based Economic Activity, Hospital/Health-Centre/Clinic, Leisure and associated structures, Library, Park and Ride facility, Place of Public Worship, Restaurant, Shop (Convenience), Recycling Centre (bottle banks, etc), Water-based Recreational / Cultural Activities.

Strategic Reserve

Objective: These areas will provide for longer term expansion. At present there are a number of uses operating within this area, and extensions and expansions of these uses will be considered on their own merits, where they will not jeopardise the longer term strategic use of the land.

Urban Village

Objective: To create a focus for the plan area by encouraging and providing residential, retail, commercial and office, cultural and other uses appropriate to the centre of a developing area. (Maximum 60% of the land area to be allowed for residential needs and no significant retail development will be allowable outside of the District Centre). The optimal location for retail will be in the existing District Centre.

Permissible Uses:

Amusement, ATM, Bank, Bed and Breakfast/Guesthouse, Buildings for the health, safety and welfare of the public, Building Society, Cafe, Car Park, Childcare Facilities, Club house and associated facilities, Community facility & associated structures, Cultural/Recreational building, Education, Hairdressing/Beauty Salon, Hospital/Health-Centre/Clinic, Hotel/Conference Centre, Leisure and associated structures, Library, Night-club, Office, Open Space, Playground, Place of Public Worship, Public House, Residential, Restaurant, Shop (Convenience), Shop (Comparison), Shopping Centre, Recycling Centre (bottle banks, etc),

Open for Consideration:

Advertising Board, Car Repair/Sales, Enterprise Centre/Campus, Home-based Economic Activity, Retirement Home, Service/Petrol Station.

Water Compatible Development

Objective: To allow for water compatible development, passive open space and biodiversity conservation.

Permissible Uses:

Essential public infrastructure; Flood control infrastructure; Water-based recreation and tourism (excluding sleeping accommodation); Lifeguard and coastguard stations; Amenity open space, outdoor sports and recreation and essential facilities such as changing rooms, expansion of existing uses subject to a Development Management Justification Test .

Open for Consideration:

Docks, marinas and wharves; Navigation facilities; Ship building, repairing and dismantling, dockside fish processing and refrigeration and compatible activities requiring a waterside location. Extensions and expansions of existing uses will be considered on their own merits.

Appendix 2: Built Heritage

Structures included in the 2014 County Kilkenny Development Plan Record of Protected Structures (RPS):

1. C432 Grannagh Castle

Townland: Grannagh



Castle overlooking the River Suir



Decorative internal stonework

A late 14th century tower-house with later elements including a 17th century oriel window. It was partially restored in the 18th century. Beside the tower is a medieval two-storey hall, and the whole is surrounded by a curtain wall. There are still some remnants of the rich decorative stonework that went into the building of the castle. It is now a National Monument.

2. C675 Thatched cottage

Townland: Grannagh

NIAH 12404309



Side of cottage



Front of cottage

A traditional vernacular thatched cottage (c. 1825), which retains much of its early form and historic features. Although now disused and in a dilapidated condition, this cottage is a rare surviving example of the early nineteenth-century vernacular legacy of South Kilkenny. It is aligned at a right angle to the road alignment, which is a typical feature of Irish vernacular buildings.

3. D154 Grannagh/Granny Bridge

Townland: Grannagh



Bridge

This single-arch rubble limestone road bridge over river (c.1800) represents an example of traditional construction in locally-sourced limestone. It makes a subtle visual statement in the landscape, exuding an air of rustic charm.

4. D11 Grannagh/Granny Railway Bridge

Townland: Grannagh



Viaduct

This viaduct is 120ft (367 m) in length and formerly carried Mallow- Rosslare line over the River Suir. It is of Pratt truss construction, including vertical members and diagonals that slope down towards the centre. Designed by Sir William Arrol of Glasgow, its spans are supported on twin cast-iron piers, the central span lifting to allow boats to pass through. Of similar design to the Barrow viaduct.

5. C674 Crossing Guard's House

Townland: Newrath

NIAH 12404323



Main façade

This rail crossing guard's house was opened in 1854. It represents an important element of the built heritage of the locality due to its associations with the development of the Great Southern and Western Railway line. It has been well maintained and is still in use for its original purpose. It retains much of its early fabric such as the iron railings to front of the house, although it has been partly refenestrated. This house remains an appealing landmark and serves as a point of visual interest in the locality.

6. C370 Mullinabro House Remains

Townland: Mullinabro



Remains of outbuilding

One-storey rubble building with loft, in very poor condition. The only remaining element of the mid 18th century Mullinabro house and farm complex. Remains of house and three storey outbuilding stood until recent years, now demolished.

7. C673 Turret

Townland: Mullinabro

NIAH 12404315



Turret

This freestanding turret (pre-1840) is the most intact remaining element of the mid 18th century Mullinabro country house estate. It is composed of random rubble stone walls with rubble stone crenellated parapet. The openings consist of square-headed slit-style windows and a pointed-arch door opening with rubble stone voussoirs. This turret is a picturesque landmark in the landscape. There is also a surviving outbuilding on the site, although it is in very poor condition.

8. C671 Newrath House

Townland: Newrath



View of house from avenue



Main entrance façade

A handsome country house of balanced proportions, which retains its early character and a substantial amount of its early fabric despite some recent alterations. It would appear that this house has been standing in its present form since the late 19th century, prior to this there was an 18th century house on the site, part of which may have been incorporated into the existing Newrath House. The front façade of this house is enhanced by the retention of features such as the timber sash sliding windows, the carved stone pediments above the ground floor windows and the decorative piers alongside the entrance staircase. This building is an attractive feature in the landscape, occupying a prominent site in the plan area.

9. C667 Mavis Bank House

Townland: Newrath



Mavis Bank house

This house is an attractive, well proportioned structure (late 19th century). The retention of original sliding sash windows, circular cast-iron downpipes and the attractive entrance porch enhance the appearance of the house further. The shouldered architrave to the dormer window and gabled breakfront adds interest to the façade of the house.

10. C668 Woodside House

Townland: Newrath



Woodside House

One of a pair of structures, Woodside House (late 19th - early 20th century) represents an attractive example of domestic architecture at the turn of the nineteenth century. The retention of original sliding sash windows, and the attractive entrance porch with its cat-slide roof, contributes to the appeal of this house. The projecting gable fronted bay elevates the appearance of this structure, adding variety and interest.

11. C669 Glendale House

Townland: Newrath



Glendale House

Glendale House (late 19th - early 20th century) was built in a pair, alongside Woodside House. It does not retain as much early fabric as the neighbouring property, having replacement windows. The projecting gable with its cat-slide roof elevates the appearance of this structure.

12. C672 House

Townland: Newrath



Rear of house

Late 19th – early 20th century house built in the Arts-and-Crafts-style. Notable features include the clay roof tiles and the red brick chimneys. The entrance to this house features an attractive set of iron gates.

13. C666 Water pump

Townland: Cloone



Water pump

Freestanding, cast-iron water pump (c. 1900) consisting of a banded cylindrical shaft with moulded cylindrical head. The full handle now appears to be missing. The appearance of this water pump has been well maintained and it continues to make a subtle visual impression in the rural landscape.

14. C456 Pair of watchtowers

Townland: Rockshire and Mountsion



Watchtowers at Ferrybank

The tower in the foreground of photograph is located off the Rockshire Road, while the second tower is situated at the summit of Rockshire Hill. Both towers are two-storey, roofless and circular in shape. Both were constructed as watchtowers during the Napoleonic period (late 18th century –early 19th century).

15. C374 Rockshire House

Townland: Rockshire



Rockshire House

Classical-style house (c.1775). Despite having been extensively renovated and extended, it retains a substantial amount of early fabric. Restored in the late 1980's and converted to use as apartments in 2001. An elegant middle-size house forming an important element of the mid to late 18th century domestic architectural heritage of the plan area. Distinctive attributes include the bay windows, the wrought iron railings and the Classically-detailed doorcase.

16. C665 Brothers of Charity Complex – originally Belmont House

Townland: Belmont



Church & new development alongside



St. Michael's

The Brothers of Charity complex appears to have been built on the site of Belmont House (c.1800), with modern agricultural buildings associated with the Charity occupying the site of the original walled garden. Belmont House was originally home of the Barron family, who were renowned in Ferrybank for their material wealth and acts of generosity towards the community. The house became a hospital in the mid 19th century (known as St. Patrick's Institution). However, little remains of Belmont House today, with most of the building having been gutted by a fire in the early 20th century.

The complex is in reasonably good condition, with many of the buildings retaining much of their early fabric. However, a number of new buildings have been added to the complex, with many of these being inappropriate in design and character. The church (c.1920) in particular contributes to the architectural

significance of this site, displaying a fine roundel window. The site itself is quite elevated and offers views of Waterford city below.

17. C473 Rockland House (now the Athenaeum House Hotel)

Townland: Christendom



Hotel entrance



Outbuilding range

A middle-size house (c.1825) incorporating pleasing proportions with a centrally placed Classically-detailed doorcase. Despite having been extensively renovated and extended, the house still retains a substantial quantity of historic fabric. There is also an outbuilding range to the rear of the house. Although now disused, this outbuilding range contains some attractive features such as the elliptical headed carriage ways to the ground floor, and contributes to the overall setting and appearance of the house.

18. C661 Two Storey House

Milepost Village



The appearance of this two storey semi-detached house is enhanced by its setting on the upward slope of a road. It is a good example of a vernacular house, retaining much of its early fabric and displaying an informal fenestration pattern. The single storey house attached to it is in a state of disrepair, with boarded up windows and a partially collapsed roof.

19. C662 Terrace of single storey houses

Milepost Village



This terrace of single storey houses represents an example of traditional vernacular architecture in a village setting. The houses are currently in a state of neglect, yet remain reasonably intact and retain much of their early fabric. The house to the far left displays finer architectural detailing than the others, having brick window dressings.

20. C664 Postbox

Milepost Village



Wall-mounted cast-iron post box set in a pebble-dashed wall, with raised "VR" royal cipher. This post box makes a subtle visual impression, serving as a tangible reminder of the period when Ireland formed part of the British Empire.

21. C663 "Power", Former Public house / bar

Milepost Village



Main façade of pub

This is a pleasing architectural example of a traditional village pub. A modest structure of unassuming architectural aspirations, this pub is a reminder of the social interaction and community development of bygone years. Currently disused, the building is in good condition and retains much of its early fabric. It would appear that the upper floor was used for residential purposes and that entry to the pub was through the porch. This porch contains pleasing decorative details such as the sash windows, bargeboard, iron finials and simple signage, enhancing the overall appearance of the building.

22. C435 Kilmurry Castle

Townland: Kilmurry



Tower & domestic house



Stone outbuildings

All that remains of Kilmurry castle today is a tower house (difficult to date but could be early 17th century) and a range of stone outbuildings. The tower house is now attached to a domestic dwelling, which appears to date from the early 19th century. This house was originally built for ecclesiastical purposes. It is a two storey structure, with a pitched roof and an irregular fenestration pattern. It retains much of its original fabric, but has undergone some renovation works. The tower house itself is in a reasonably intact state. It appears to have undergone some repair work in recent times with buttressing being added to the back wall, but done so in a sensitive manner.

This is an attractive complex of buildings, the appeal of which is enhanced by the mix of architecture from different periods. Interventions have been kept to a minimum, are of an appropriate scale and employ a similar palette of materials. It is positive to see the complex being used for domestic purposes.

23. C655 Larkfield House & outbuildings

Townland: Kilmurry



House and Entrance Avenue

Although this house has been substantially refurbished with a new roof, render, entrance porch and new windows, it appears to retain its original form and setting. Reference to the 1st edition OS map (1839-1842) indicates that the present house on this site corresponds to the original Larkfield House in terms of the building outline and setting. Substantial quantities of early fabric have been lost as a result

of renovation; however, there are a number of stone outbuildings to the rear, which along with the fine entrance avenue and entrance gates, add character to the setting of this house.

24. C656 Gyles Quay – house and outbuildings

Townland: Kilmurry



1st edition OS map (1839-1842)



House and stone wall

Gyles Quay appears to be the original setting of Snowhaven House (see OS map) with the present complex retaining many early architectural features such as stone walls, iron gates, entrance piers, and attendant outbuildings. The existing house on the site appears to be a later addition and has been refenestrated in recent years. The setting of this house is greatly contributed to by the farmyard and woodland. Although the house itself is only of modest architectural character, the complex as a whole has a charming historic appeal.



Entrance gates to house



Entrance gates to farmyard

25. C657 Terrace of 2 houses

Townland: Rathculliheen



Terrace of two houses (late 19th century), retaining much of their early fabric. These houses continue to make a pleasing visual impression on the surrounding landscape. Both houses feature exposed stone walls to the front, with iron gates to entrance. Notable features include the intact timber sash windows and the iron bars to the ground floor windows. It is likely that these houses were built to serve a function associated with the nearby Beacon Quay.

26. C658 Flour mill & Cottage

Townland: Kilmurry



Flour Mill



Mill Cottage

Both these structures appear on the first edition Ordnance Survey maps. The flour mill has undergone extensive renovation, having been inappropriately refenestrated. It also appears that the crenellations above the string course are a later addition. Despite the fact that the original appearance of this mill has been greatly altered, it is an important reminder of the industrial heritage which was once associated with the surrounding area. The mill cottage has also been refurbished, retaining few of its original features. However, the appeal of this pair of structures is strengthened by their roadside setting. The reasonably intact nature of both the mill and cottage allow them to contribute to the heritage and character of the surrounding area.

27. C481 Prospect House

Townland: Kilmurry



Stone outbuildings



Remains of Walled garden

Remains of walled garden and outbuildings that originally served Prospect House (18th century, now demolished). The walled garden, now in a ruinous state and overgrown with greenery in parts, comprises random coursed stone walls with brick dressings to openings. The outbuildings, although in very poor condition, are reasonably intact. The remains of a single storey house, possibly once a gate lodge, can be seen at the entrance to the site. The site runs down to the River Suir, offering spectacular views of the surrounding countryside and of Waterford Castle.

28. C660 Farmhouse

Townland: Kilmurry

A middle-size farmhouse of modest architectural aspirations retaining its original composition attributes. Set in its own grounds, with an attractive entrance lane and a low wall to the front of the house, the traditional setting of this house enhances the overall appearance of the farm complex, lending it a certain aesthetic appeal. There appear to be the remains of a walled garden in the field adjacent to the house, suggesting an historic association with a larger country house that once existed in the locality.



View of farm house from the road



Stone wall remains in adjacent field

29. C482 Springfield House

Townland: Gorteens



Ruins of Springfield House

Ruins of Springfield House (18th century). The original setting of the house is now lost and a waste water treatment plant has been constructed on the site. Only the shell of the house remains, with all the openings now blank. Despite its ruinous condition, it is still an impressive structure, with the bows to either end of the façade adding to its elegance.



Views of the surrounding countryside from the site

30. C480 Belview House

Townland: Gorteens



Entrance to courtyard



View of outbuildings

Substantial ruins of Belview House (18th century), walled garden and outbuildings. Despite its ruinous condition, the complex is in a relatively intact state and retains much early fabric. To the north of this site, a new house and agricultural buildings have been constructed. Apart from this, the ruin of the Belview House complex has been unaffected by modern development and remains an attractive element in the landscape.

31. C659 Gorteens Castle – remains

Townland: Gorteens



Remains of gate house

All that remains of the original Gorteens castle complex today is a late medieval gate house. The upstanding ruin of this gate house is composed of random coursed stone walls with sandstone quoins to the corners. It is in a reasonably intact state and makes a strong visual impact on the surrounding landscape, occupying a prominent site at the junction of two roads. The site at which it is located contains the ruins of a domestic house and farm-buildings. These structures detract somewhat from the setting of the medieval gate house.

32. C483 Glass House

Townland: Gorteens



Ruins of the Glasshouse

The Glasshouse, an early 18th century house, was occupied until the early 1990's, but has since fallen into a state of neglect. The Port of Waterford is now located in direct proximity to this house; hence much of its original setting has been obliterated.

Apart from a couple of sash windows, there are few remaining intact features, with many of the openings having been blocked up in recent years. Located on an elevated site overlooking the River Suir, the remains of the house indicate that it was once a building of fine architectural quality.

33. D136 Grain Mill

Townland: Gorteens



Ruins of Mill

Ruinous shell of a grain mill, which once stood as a 5-storey structure. Formerly, it had two waterwheels, but is now devoid of machinery. It is currently overgrown with trees and is in a very dilapidated condition.