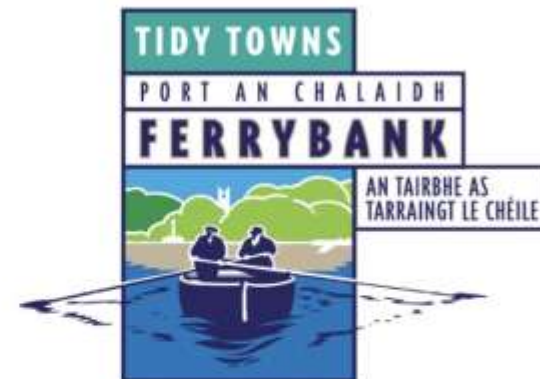




Comhairle Chontae Chill Chainnigh  
Kilkenny County Council



# Ferrybank - Belview

## Framework Plan



## Table of Contents

<b>1.0</b>	<b>Introduction</b> .....	<b>4</b>	6.1	Introduction.....	26
1.1	Introduction.....	4	6.2	Analysis and Appraisal .....	26
1.2	Framework Plan Study Area .....	4	6.3	Development Strategy.....	34
1.3	Structure of the Plan .....	6	6.4	Detailed design - Master planning principles/ objectives .....	42
1.4	Plan Preparation process.....	6	<b>6.5</b>	<b>Development Strategy and Urban Design Objectives.....</b>	<b>51</b>
<b>2.0</b>	<b>Overview and Context</b> .....	<b>8</b>	<b>7.0</b>	<b>Economic Development and Retail .....</b>	<b>53</b>
2.1	Area Identity .....	8	7.1	Introduction and economic strategy .....	53
2.2	Policy Framework.....	9	7.2	Assessment of Existing Employment Sites and New Potential Jobs	53
2.3	Demographic and Socio-economic Analysis.....	9	7.3	Assessment of New Potential Employment Sites, County Waterford.....	56
<b>3.0</b>	<b>Climate Action</b> .....	<b>12</b>	7.4	Economic Development and Retail Objectives .....	57
3.1	Climate Action Context.....	12	<b>8.0</b>	<b>Belview Economic Zone .....</b>	<b>58</b>
3.2	Climate Action Objectives .....	12	8.1	Facility Overview .....	58
<b>4.0</b>	<b>Vision and Strategic Objectives</b> .....	<b>13</b>	8.2	Area Profile.....	58
4.1	A Vision for Ferrybank/Belview .....	13	8.3	National and Local Policy Context .....	58
4.2	Strategic Objectives .....	14	8.4	Future of Belview Economic Zone .....	59
4.3	Collaboration with Waterford City and County Council.....	14	8.5	Energy Centre of Excellence.....	59
<b>5.0</b>	<b>Core Strategy &amp; Zoning</b> .....	<b>15</b>	8.6	Appropriate Zonings .....	60
5.1	Introduction.....	15	8.7	Belview Port and Industrial Area Objectives .....	63
5.2	Land Requirement.....	15	8.8	Belview Industrial Area Development Management Standards	63
5.3	Justification for additional residential zoning.....	17	<b>9.0</b>	<b>Communities.....</b>	<b>64</b>
5.4	Proposed Core Strategy.....	18	9.1	Introduction.....	64
5.5	Zoning Objectives for Ferrybank - Belview .....	18	9.2	Social Inclusion .....	64
5.6	Land Use Zones .....	19	9.3	Community Facilities .....	65
5.7	Housing .....	25	9.4	Educational and Childcare facilities .....	66
5.8	Core Strategy Objectives .....	25	9.5	Open Space and Recreational Facilities .....	67
<b>6.0</b>	<b>Development Strategy and Urban Design</b> .....	<b>26</b>			

9.6	Sustainable Energy Community.....	69	13.2	Waste Management .....	107
9.7	Community Objectives .....	69	13.3	Gas Networks (Gas Networks Ireland).....	108
<b>10.0</b>	<b>Heritage and Environment .....</b>	<b>71</b>	13.4	Energy (ESB Networks) .....	109
10.1	Natural Heritage and Biodiversity.....	71	13.5	Control of Major Accident Hazards Directive (Seveso III Directive) 112	
10.2	Built Heritage.....	77	13.6	Infrastructure objectives .....	112
10.3	Heritage and Environment Development Objectives .....	78	13.7	Infrastructure Development Management Standards .....	112
10.4	Heritage and Environment Development Management Standards 78		<b>14.0</b>	<b>Implementation and Finance.....</b>	<b>114</b>
<b>11.0</b>	<b>Tourism, Arts and Culture.....</b>	<b>79</b>	14.1	Introduction.....	114
11.1	Tourism .....	79	14.2	Implementation and Infrastructure Delivery Schedule .....	114
11.2	Arts and Culture .....	81			
11.3	Tourism, Arts and Culture Objectives .....	81			
<b>12.0</b>	<b>Movement and Active Travel.....</b>	<b>82</b>			
12.1	Introduction.....	82			
12.2	Overview of Existing Conditions.....	82			
12.3	Ferrybank/Belview Local Transport Plan .....	85			
12.4	Development of an Active Travel Network.....	87			
12.5	Public Transport .....	90			
12.6	Strategic Road and River Crossing Proposals.....	91			
12.7	Regional and Local Roads .....	91			
12.8	Parking Management .....	92			
12.9	Mobility Mangement Plans (MMPs) .....	93			
12.10	Movement and Active Travel Objectives.....	93			
12.11	Movement and Active Travel Development Management Standards .....	104			
<b>13.0</b>	<b>Infrastructure .....</b>	<b>105</b>			
13.1	Water Services.....	105			

## Appendices

Appendix 1: Ferrybank/Belview Framework Plan Technical Appendix

Appendix 2: Draft Ferrybank/Belview Local Transport Plan

Appendix 3: Environmental Reports

Appendix 4: Maps

## Glossary

Kilkenny CDP - Kilkenny City & County Development Plan

Waterford CDP – Waterford City & County Development Plan

KCC – Kilkenny County Council

WCCC – Waterford County Council

MASP – Metropolitan Area Strategic Plan

NPF – National Planning Framework

RSES - Regional Economic and Spatial Strategy

WMATS - Waterford Metropolitan Area Transport Strategy

SCA - Settlement Capacity Audit

LTP - Local Transport Plan

SEA - Strategic Environmental Assessment

AA - Appropriate Assessment

SFRA - Strategic Flood Risk Assessment



Scott Tallon Walker Architects



## 1.0 Introduction

### 1.1 Introduction

This Ferrybank/Belview Framework Plan ('the Plan') sets out a plan for developing an area of south Co. Kilkenny, from Grannagh to Belview, and from the River Suir to the Waterford bypass (N25). It will replace the 2017 Ferrybank/Belview LAP as the statutory planning document for the area.

Key projects implemented or commenced from the 2017 LAP include:

- Provision of the Community Primary Healthcare Centre and Pharmacy.
- Approval and commencement of the Kilkenny Greenway (from Waterford to New Ross) as a key part of the South East Greenway.
- URDF grant funding for Belmont link Road, N29 Port Road traffic calming measures and new roundabout, Abbey Road - Greenway Connectivity, and Abbey Road & Belmont Road improvement works.
- New Neighbourhood Park delivered at Belmont.
- Agreed transfer of Clover Social Club lands to KCC with new masterplan to be prepared.
- A joint retail strategy for the Waterford MASP<sup>1</sup> area (WMASP) with Waterford City and County Council (WCCC).
- A joint Blue Green infrastructure study for the MASP Area with WCCC as the lead partner.

The settlement plan for Ferrybank/Belview is incorporated into the Kilkenny City and County Development Plan (KCCDP) as part of a new Volume 3, titled 'Settlement Plans'.

The preparation of the variation has taken a longer-term, strategic view for the development of the Ferrybank area as part of the Waterford Metropolitan Strategic Area Plan (WMASP). So, while the population targets are set to the 2034, the requirements for social and physical infrastructure and zoning, particularly relating to housing delivery, look beyond the 2034 horizon.

A robust and evidence led approach has been adopted in the development of this Ferrybank/Belview Framework plan to ensure transparent and evidence-based decisions. Specifically, this includes:

- **Heritage Audit, Social Infrastructure Audit (SIA), and Settlement Capacity Audit (SCA), Belmont Road Ross Abbey Masterplan** included in the Appendix 1: Ferrybank/Belview Framework Plan Technical Appendix.
- **Local Transport Plan (LTP):** included as Appendix 2: Draft Ferrybank/Belview Local Transport Plan.
- **Strategic Environmental Assessment (SEA), Appropriate Assessment (AA), Strategic Flood Risk Assessment (SFRA)** which are provided in Appendix 3: Environmental Reports.
- **Detailed maps** provided in Appendix 4: Ferrybank/Belview Framework Plan Maps.

It is a specific provision of this Plan to ensure that all the provisions from the Kilkenny City and County Development Plan 2021-2027, as varied, shall be complied with through the implementation of this Plan. The Joint Retail Strategy and Joint Blue-Green Infrastructure Strategy for the MASP area have been formally incorporated as part of the process.

### 1.2 Framework Plan Study Area

Ferrybank is the second largest settlement after Kilkenny City in the County, while it forms the northern part of the Waterford Metropolitan Area as illustrated in Figure 1-1. Moreover, Belview Port, in the east of the study area, is a key employer and has strong potential to provide future employment opportunities. The Plan study area will therefore play a key role in the development of one of the five Metropolitan areas in Ireland.

This Plan 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 as shown in Figure 1-2.

<sup>1</sup> Metropolitan Area Strategic Plan

This study area allows the Council to take an appropriately strategic approach to the future expansion of the whole area. The area excludes the village of Slieverue, which is included in the Kilkenny CDP.

Larger versions of key maps contained in this Plan can be found in Appendix 4: Ferrybank/Belview Framework Plan Maps.

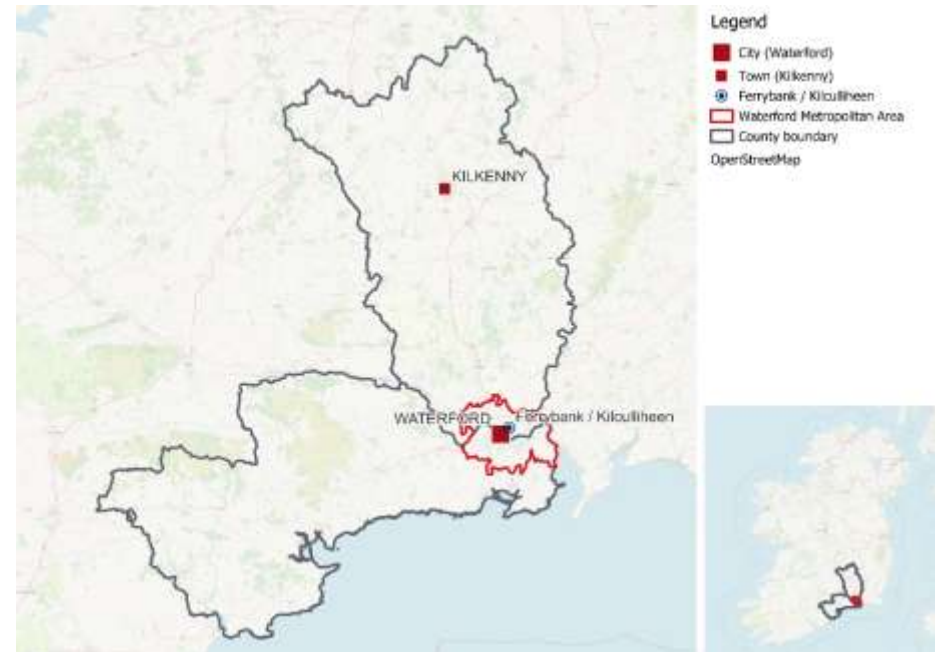


Figure 1-2 Ferrybank/Belview Study Area Context (Source KPMG Future Analytics)



Figure 1-1 Ferrybank/Belview Study Area (Source KPMG Future Analytics)

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

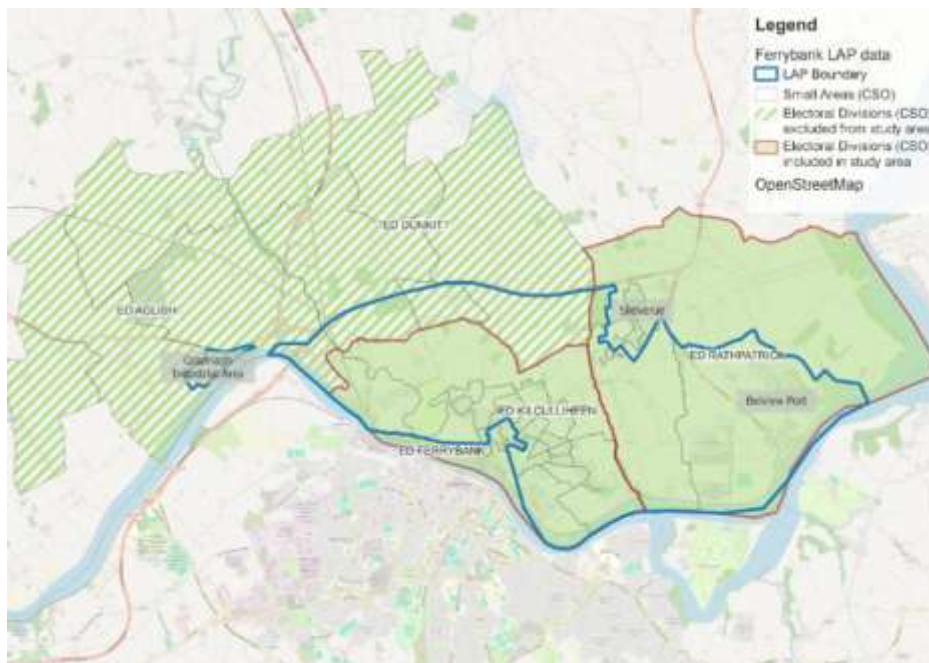


Figure 1-3 Ferrybank/Belview Study Area and Relevant Electoral Districts (EDs) (Source KPMG Future Analytics)

The study area is defined as comprising of ED Kilculliheen, ED Ferrybank and ED Rathpatrick as indicated in Figure 1-3. This follows the below rationale:

- **ED Kilculliheen** is fully within the Plan area and contains most of the population of the Plan area (c. 90%).
- **ED Rathpatrick** is partly covered by the Plan area. A small number of residences within the Plan area are located within E.D. Rathpatrick, Belview Port and employment area is located fully within E.D. Rathpatrick. Approximately 50% of the population of Rathpatrick (parts of Slieverue and scattered residences) are outside the Plan boundary.

- **ED Ferrybank** is outside the Plan area and in County Waterford administrative area. Kilculliheen and Ferrybank, however, form a contiguous settlement area. The administrative boundary separates the two EDs and runs through various residential areas, including buildings. There is a strong interconnectedness in terms of transport infrastructure and social service provision between both EDs.
- Significant portions of Aglish and Dunkitt EDs are outside the Plan boundary. and hence are not considered as part of the study area for the purpose of the demographic and socio-economic analysis.

### 1.3 Structure of the Plan

The Plan consists of a written document and accompanying maps. It expresses the Council's policy for the whole area.

**The text of the entire Plan is a statement of Council policy.** Each chapter contains objectives and has Development Management Requirements in relation to specific areas and topics. Objectives are in as far as is possible Specific, Measurable, Achievable, Relevant and Time bound (SMART). The Development Management Requirements will apply to development proposals in addition to the requirements for development set out in the Kilkenny County Development Plan 2021-2027. It should be noted that each chapter is not a stand-alone chapter but should be read in conjunction with all other chapters.

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

### 1.4 Plan Preparation process

This Plan is informed by a detailed programme of research and engagement. Details of the public consultation process can be found on the Kilkenny County Council consultation portal at <http://consult.kilkenny.ie>

The Planning Departments of KCC and WCCC worked together closely to make this Plan, meeting regularly to share opinions.



Figure 1-4 Ferrybank, Waterford. Sailing ships. Rowing boat., c1912 (Source: Alamy)

## 2.0 Overview and Context

### 2.1 Area Identity

#### 2.1.1 Character

The development of Ferrybank has been significantly shaped by its landscape and location near the River Suir. The name "Ferrybank" comes from the ferry service that connected Ferrybank to Waterford City, fostering economic links between Leinster and Munster. Several structures remain that provide insights into the history of Ferrybank, including defensive castles, watchtowers, and flour mills. In the 18th and 19th centuries, several large houses and estates were constructed in the Ferrybank and Belview area. More information on the built heritage of the area can be found in Section 10.2 and within the Technical Appendix to the Plan.

Over the past 20 years, Ferrybank has seen significant developments, including the construction of the new N25, Ferrybank Shopping Centre, and the demolition of old waterfront industrial buildings. Currently, projects like the new Waterford Train Station, Active Travel Bridge connecting Ferrybank to the city centre, and residential and commercial development on the North Quays are underway. Additionally, the South East Greenway connecting New Ross and Waterford is being built.

These measures will improve physical connections between both sides of the river, and between Ferrybank and other areas of the country. This will emphasise the significance of Ferrybank/Belview in the broader Waterford Metropolitan Area and within County Kilkenny.

#### 2.1.2 Community Identity

The National Tidy Towns competition has had success in the nurturing of an increasingly strong community spirit and identity in Ferrybank. The Ferrybank Community Residents Group represents 45 residential estates in the Ferrybank/Belview area. This group designed and adopted a logo, with two figures in a boat rowing together, shown in Figure 2-2. The crest is identifiable with Ferrybank as it is based on the old ferry which operated across the Suir for 300 years until 1948. Several familiar elements are also



Figure 2-1 Active Travel Bridge CGI image Source: [www.waterfordnorthquays.ie](http://www.waterfordnorthquays.ie)

represented including the Abbey, the trees in Christendom and the railway marker.

The river Suir is seen as a communication channel between the adjoining counties of Kilkenny and Waterford. The two figures represent people in a community working and moving forward together. In a wider context one figure in the boat represents the local authority of Kilkenny and the other of Waterford. Unusually for such an image the oars extend beyond the frame to indicate the energy and regional benefit generated by Kilkenny and Waterford working together. Hence the motto 'An Tairbhe as Tarraingt le Chéile'..... the benefit of working together.

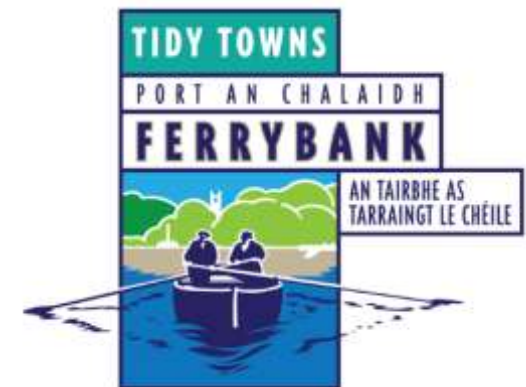
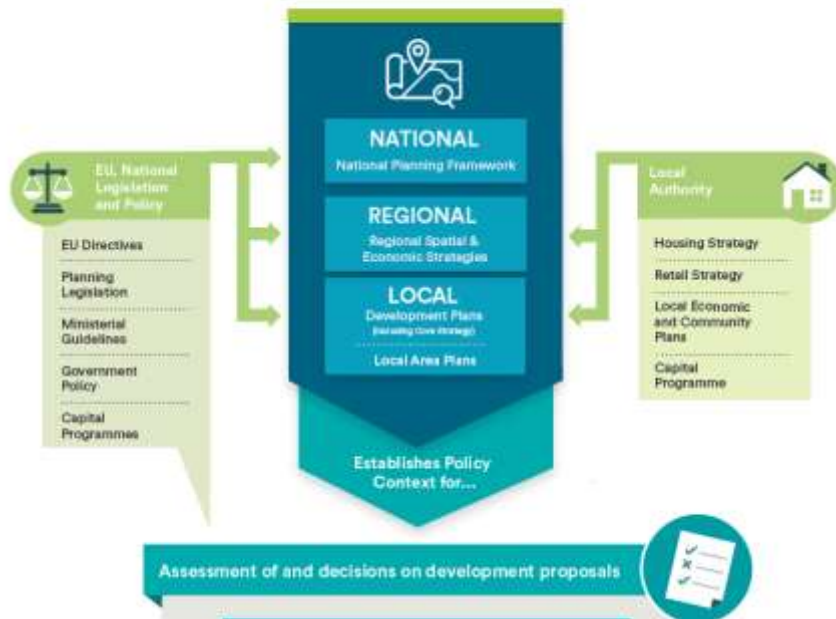


Figure 2-2 Ferrybank Tidy Towns logo

## 2.2 Policy Framework

The Ferrybank/Belview Framework Plan has been prepared having regard to national, regional and local policy documents. Government policy at national, regional, and county level includes an ambition for our towns to be attractive, vibrant places for people to live, work and to enjoy a high quality of life.

### Irish Planning System An Overview



This framework plan will be incorporated into the Kilkenny City & County Development Plan 2021- 2027 by way of a variation process.

## 2.3 Demographic and Socio-economic Analysis

### 2.3.1 Population & Demography

The Plan area includes all of ED Kilkuliheen and parts of ED Rathpatrick, ED Dunkitt, and ED Aglish, as detailed in Chapter 1. The socio-economic profile covers population, age, education, economic status, household characteristics, and general affluence to understand infrastructure and social service needs.

The study area covered by the three Electoral Divisions recorded an increase in population during the intercensal period between 2016 and 2022 from 7,199 to 7,749, as highlighted in Table 2-1-1. Comparisons drawn with population change figures show that there was a slightly lower relative increase (c.+8%) in the number of persons across the study area during this period compared to Co. Waterford (c.+10%) and approximately 1.5 times that of the rest of Co. Kilkenny (c.+5%).

Table 2-1: Change in Population across the study area, Co. Waterford & Co. Kilkenny (CSO, 2016-2022).

Area	2016	2022	2016-2022 Change #	2016-2022 Change %
<b>Study Area</b>	7,199	7,749	+550	+7.6%
<b>Co. Waterford</b>	116,176	127,363	+11,187	+9.6%
<b>Co. Kilkenny</b>	99,232	104,160	+4,928	+5.0%

### 2.3.2 Socio-economic Analysis

Socio-economic characteristics of the study area are explored in further detail in the Technical Appendix to the Plan. Some key points from this analysis and the way in which this Plan will address these are as follows:

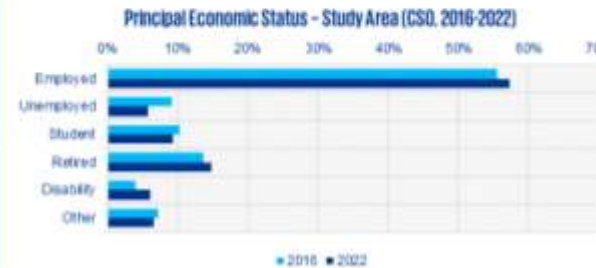
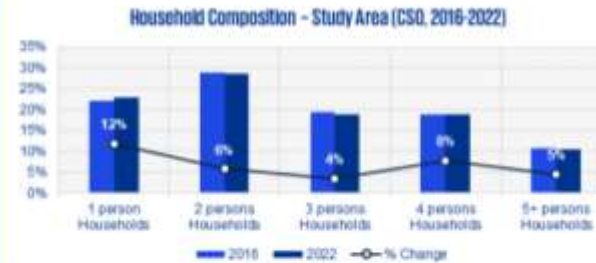
- **Slower inter-censal population growth than County Waterford** with a marked decline in younger age population and a higher-than-average increase in the number of older persons (65+ and/Retired) for the study area, compared to the wider counties. An overall trend of increase in older age persons is apparent across all related demographics. To address this the Plan provides for an over-zoning of residential land and a requirement for a range of house types and tenures.

- **Economic development across the study area and both the wider counties followed a positive trend**, with a general increase in the proportion of persons with a third level degree and above, as well as growth in the number of employed persons during the intercensal period. The Plan provides for increased employment growth, as well as increasing the opportunities to access employment through active travel.
- **Households mostly constitute of 2-3 persons in the study area**, with most of them being owner-occupied, indicating a large presence of young families as seen in the household composition mix, although this has declined slightly from 2016.
- **The average household size in the study area is 2.7**. The Plan seeks to enhance quality of life in the study area through place-making and social and physical infrastructure provision. Developers will be

encouraged to provide a range of types of residential development from smaller apartments to family homes.

- **The Pobal HP Deprivation Indices (Figure 2-3) reveal a diverging trend on ED level** with ED Kiltulliheen and ED Rathpatrick having a higher level of deprivation in 2022 compared to 2016, ED Ferrybank having a lower level of deprivation in 2022 compared to 2016. The Plan seeks to address deprivation through increased opportunities to access employment through active travel, harnessing greenway connections, as well as public transport.

Demographic & Socio-Economic Overview



KPMG is an independent member firm affiliated with the KPMG global organization of member firms, each of which is a separate legal entity. KPMG is a member firm of the KPMG network, which is a global organization of member firms, each of which is a separate legal entity. KPMG is a member firm of the KPMG network, which is a global organization of member firms, each of which is a separate legal entity.

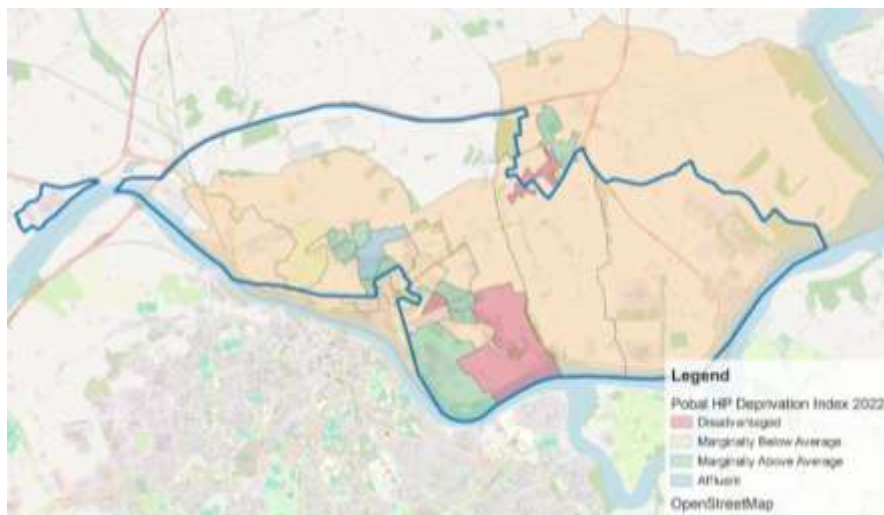


Figure 2-3 Pobal HP Deprivation Index 2022 by Small Area (Source Pobal and KPMG Future Analytics)

### 2.3.3 Commercial Profile and Vacancy

A review of the latest available Geodirectory data<sup>2</sup> (Q1 2024) which provides a detailed breakdown of area businesses by NACE code<sup>3</sup> to determine the level of existing commercial activity within the Ferrybank/Belview study area. Some 133 commercial sites were identified, which were primarily related to ‘Wholesale and retail trade’, repair of motor vehicles and motorcycles’ (18%), ‘Agriculture, Forestry and Fishing’ (16%) and ‘Transportation & Storage (9.5%)’.

Out of the 2,821 addresses in the study area (Commercial, Residential and Mixed), 33 addresses were found to be vacant (c.1%), indicating minimal vacancy/dereliction rate. This consisted of about 13 commercial and 20 residential addresses, mostly concentrated around the Abbeylands and Rathculihean areas (Co. Kilkenny) as shown in Figure 2-4.

<sup>2</sup> Geodirectory Data covers only EDs Kilculihean and Rathpatrick (Co. Kilkenny) from the study area.

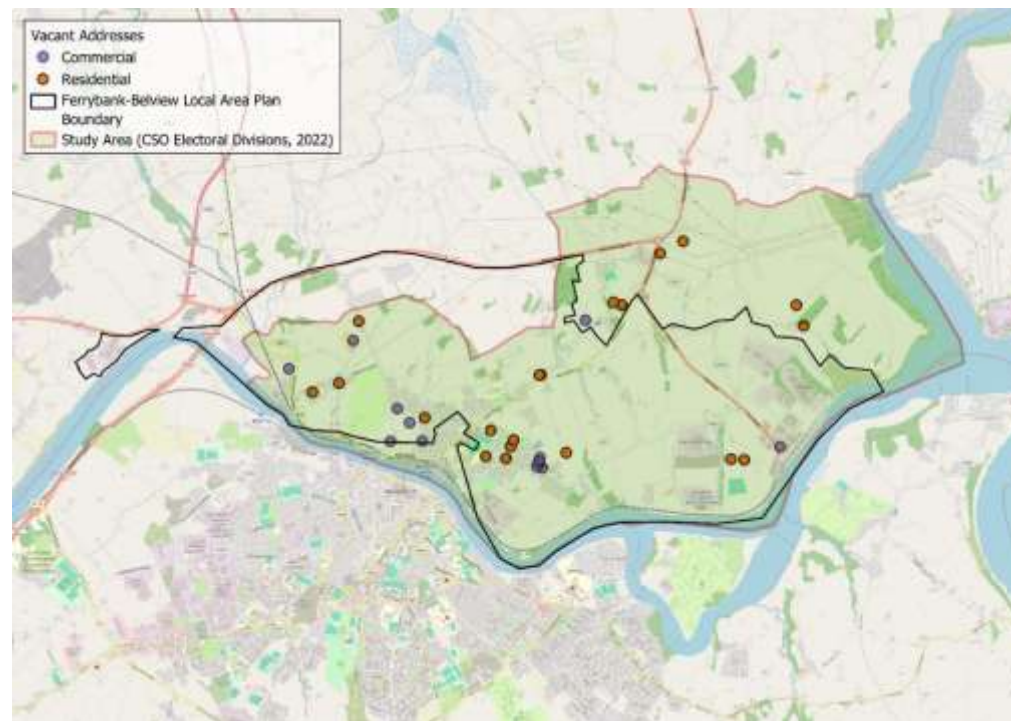


Figure 2-4 Spatial Distribution of Vacant Addresses (Source: Geodirectory, Q1 2024 and KPMG Future Analytics)

<sup>3</sup> Source: <https://nacev2.com/en>

### 3.0 Climate Action

#### 3.1 Climate Action Context

**Climate mitigation** describes the action to reduce the impact of climate change. This can include reducing the causes of climate change (e.g. emissions of greenhouse gases) as well as reducing future risks associated with climate change.

**Climate adaptation** is a change in natural or human systems in response to the impacts of climate change. These changes moderate harm or exploit beneficial opportunities and can be in response to actual or expected impacts. Climate action encompasses both climate mitigation and climate adaptation.

Climate action is a cross-cutting theme of the Plan, with climate adaption and mitigation measures embedded through in the policies and objectives of the Plan.

Chapter 2 of the Kilkenny City & County Development Plan sets out the policy framework with objectives and actions to facilitate the transition to a low carbon and climate resilient County with an emphasis on reduction in energy demand and greenhouse gas emissions, through a combination of effective mitigation and adaptation responses to climate change. The strategic objectives in Section 2.5 of the Kilkenny CDP apply to this plan.

The [Kilkenny County Council Climate Action Plan 2024-2029](#) is a statutory 5-year Plan which outlines the actions that the Council will take to reduce energy use and carbon emissions (Improve energy efficiency by 50% and reduce greenhouse gas emissions by 51% by 2030), and adapt to the changing climate across its governance, services and operations. The Risk Assessment undertaken to inform the Plan identified the most significant future risks to the delivery of Kilkenny County Council services (based on predicted frequency and impact) including river flooding; extreme precipitation; and drought. The Plan includes measures that will be implemented by the Council to mitigate and adapt to these risks, as well as actions to facilitate and support stakeholders in the county to address climate action.

This Plan seeks to support climate action through the following measures:

- **delivering growth in population within the existing built-up footprint of the built-up urban area** to reduce travel distances, improving connectivity, provide for greater proximity to employment and services, and to facilitate more journeys by bike or on foot and support more viable public transport options.
- **protection and enhancement of the biodiversity within the study area.**
- **use of nature-based solutions** and Sustainable Urban Design Drainage Systems prioritised over traditional drainage methods.
- **ensuring all lands within the study area previously zoned as Open Space remain open space**, while seeking to increase the area of land managed for conservation and biodiversity over the lifetime of the Plan.

In accordance with Action 1.8 of the Kilkenny Climate Action Plan, KCC will collaborate with WCCC to maximise the trialling and delivery of climate action mitigation and adaptation at a local and community level in accordance with the climate action plans of both local authorities.

This Framework Plan has been formulated in alignment with Ireland’s national circular economy policy which aims to transition from a linear to a circular economy focusing on resource efficiency, waste reduction and sustainable economic growth

#### 3.2 Climate Action Objectives

**CA1** Ensure that policy objectives, Development Management Standards and actions outlined in this Plan support the delivery of all relevant climate action legislation, commitments and targets, including the National Climate Action Plan, and the Kilkenny County Council Climate Action Plan 2024-2029 or any succeeding plans. .

**CA2** Collaborate with Waterford City and County Council on climate action delivery where appropriate.

## 4.0 Vision and Strategic Objectives

### 4.1 A Vision for Ferrybank/Belview

#### Key Strategic issues and Current challenges

- ❖ **Facilitate and support delivery of an increased housing supply**
- ❖ **Contribute to a balanced concentric city north and south of the river Suir.**
- ❖ **Climate change adaptation:** Continue the transition to a low carbon climate resilient society.
- ❖ **Pedestrian walkways and cycleways:** Developing high-quality pathways that encourage active movement, especially those that connect residential areas with public amenities and local services.
- ❖ **Urban spaces:** Creating high-quality urban spaces for public enjoyment and community integration within the Ferrybank area.
- ❖ **Social infrastructure:** Establishing high-quality social infrastructure to cater to current and future population needs, including places for community gatherings, cultural and arts centres, childcare facilities, elderly care services, cemeteries, parks, and playing fields.
- ❖ **Remote working and enterprise centres:** Facilitating remote working and establishing enterprise centres to support local job creation and adapt to evolving work practices.
- ❖ **Retail opportunities:** Providing an adequate range of retail options and ensuring the opening of the Ferrybank Shopping Centre.

After reviewing all research and stakeholder views, the vision for Ferrybank/Belview has been revised to address identified challenges.

***"A thriving, climate resilient community, focussed on its residents, serving as an essential neighbourhood in a regional city, characterised by compact, sustainable social and economic activity."***



## 4.2 Strategic Objectives

By considering the hierarchy of relevant plans and policies, along with an understanding of historical development patterns and local context, as well as the importance of positive climate action, several strategic objectives can be identified.

**SO1: To contribute to achieving climate resilience and supporting the climate change action targets** and commitments under the National Climate Plan 2024 by encouraging and facilitating a shift towards more sustainable travel modes and patterns; and increasing renewable energy production and use, including wind, solar, and bioenergy, both at macro and micro scales; facilitating the use of nature based solutions, and supporting a Green Energy hub at Belview.

**SO2: To deliver compact, connected, and thriving communities** as envisioned under the NPF and RSES for the Ferrybank area, aiming to develop the Waterford Metropolitan Area as a concentric city, with balanced and compact growth supported by integrated land-use and transportation planning.

**SO3: To facilitate employment-generating development and providing opportunities for residents to work near their homes.** Supporting the sustainable development of the Belview Port area as a key strategic asset for County Kilkenny and the Southeast Waterford City region.

**SO4: To prioritise quality of place** to attract people to live and work in sustainable settlement patterns in the Ferrybank and Belview area and to provide suitable living spaces based around a 15-minute neighbourhood concept.

**SO5: To protect and conserve and restore biodiversity, and protect and conserve built heritage,** including rivers, waterways, wetlands, and woodlands that provide habitats for various species.

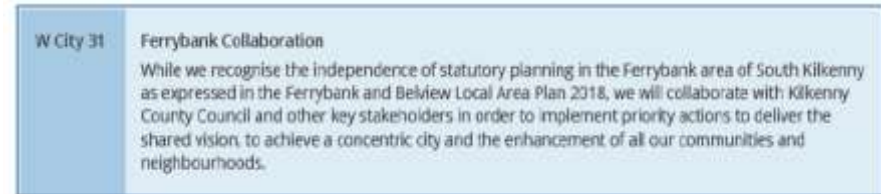
**SO6: To make provision for key social infrastructure** to accommodate the increased population in the Ferrybank and Belview area, including community facilities, education and childcare facilities, open spaces, and recreational facilities.

**SO7: To achieve a more socially inclusive society** through the provision of appropriate community infrastructure located in local centres or easily

accessible to communities and designed for accessibility and ease of use for all.

## 4.3 Collaboration with Waterford City and County Council

The Waterford CDP acknowledges the significant role of Ferrybank/Belview in creating a more balanced city, as detailed in its section 3.3 Neighbourhood Strategy and through policy objective W City 31:



Kilkenny County Council (KCC) and Waterford City and County Council (WCCC) have collaborated on two significant strategic plans which cover the area to the north and south of the river; a Joint Retail Strategy and an Blue Green Infrastructure Strategy. The strategies are reflected in and have been influenced by this Plan. Both strategies are formally incorporated as part of the Variation 6 to the County Development Plan.

The implementation of the MASP requires an oversight structure. While the formation of such a body is outside of the scope of this Plan, it is appropriate that a route to progress the formation of such a body is considered, building on recent and ongoing collaboration between the local authorities.

## 5.0 Core Strategy & Zoning

### 5.1 Introduction

As a response to the National Planning Framework Housing Growth Requirements the Chief Executive in a report to members at the plenary November meeting of the Council (17th November 2025) outlined a mechanism to deliver the identified growth through varying the City & County development Plan. There is a requirement for this Framework Plan to be consistent with Chief Executive’s Report on National Planning Framework Implementation.

### 5.2 Land Requirement

In the Draft Framework published in July 2025 a figure of 809 units was identified to meet housing growth up to 2027 In line with CE report the time horizon for this Framework Plan is now 2034. This gives an additional requirement of 606 units. Combined this gives a total 1,469 units required up to 2034.

From the analysis carried out there is a need to amend the zoning of the 2017 Local Area Plan to promote and facilitate the delivery of housing. To provide an estimate of the amount of land to be zoned for residential development in this Framework Plan there are several considerations. These include those based on:

- Chief Executive’s Report on NPF Implementation: Housing Growth Requirements Section 28 guidelines.
- Increase in population 2016-2022 based on Census 2022 data
- Permitted development
- Gross and net residential zoning
- Additional Provision
- Location of additional planned transport infrastructure

**Permitted Development:** To arrive at a net figure of required housing units to the end of 2027, the residential planning applications within the study area since the 2017 LAP need to be examined. A total of 101 units have been completed between 2017 and 2024 see table 5-1 the final figure is the net

required housing unit growth figure. This does not include sites with planning permission that has yet to commence, or those that have commenced unless they are almost fully built out. For Ferrybank/Belview the relevant permitted residential developments include those in Table 5-1.

Table 5-1 Completed, commenced, permitted, and proposed residential developments in the study area 2017-2024 (Source KCC and WCCC)

Reference	Address	Units	Status	Comment
18171	Rathculliheen	32	Built out	On RE zoned near Ross Abbey (previously 29/103 built of previously permitted 103 on this site.
18627	Lime Grove	8	Built out, linked to 19444	On lands zoned RE, next to Pine Grove
19444	Lime Grove	9	Built out, linked to 18627	On lands zoned RE, next to Pine Grove
19361	Arbourmount	12	Almost built out. 10 of 12 built	On lands zoned low density resi
20453	Abbeygate	40	Built out	On S/R land near Ross Abbey – see zoning condition
		<b>101</b>		

Therefore 101 units, identified in Table 5.1, need to be deducted from the number of envisaged housing units over the Plan period 2021-2034 (910 + 660 - 110), providing a net figure of 1,469 units to meet the 2034 population target.

1.469 units gives a requirement of 42ha of land at 35 units/ha.

**Gross and net residential zoning:** The [Sustainable Residential Development and Compact Settlements Guidelines](#) indicate that The planning authority is required to account for net and gross areas when

calculating land requirements.<sup>4</sup> It is necessary to make an informed estimate of net developable area taking account of factors such as the need for major roads and parks, schools, commercial uses and the presence of flood zones and other environmental sensitives etc., and to determine an appropriate density range for each area. The general rule of thumb is that the net site area would be between 65 to 80 percent (approx.) of the gross area but this will depend on the area of land involved and local circumstances<sup>5</sup>. For the purposes of this Plan a figure of 80% is used, which means that 20% must be added to the net site area to derive the gross site area.<sup>6</sup> As 1,469 units are envisaged, and based on a minimum density of 35 units/ha (to align with the Core Strategy) then the net required residential zoning up to 2034 is 42ha. This is the net area. The gross residential zoning, adding 20%, is therefore 52.5ha.

**As set out in Section 3.1, the Guidelines require ‘additional provision’ of up to 50% over and above the housing growth requirement can be provided for subject to consistency with the policies and objectives of the National Planning Framework – First Revision (2025), relevant Ministerial Guidelines issued under Section 28 of the Planning and Development Act 2000 (as amended), relevant Government policy, and the undertaking of necessary environmental assessments.**

**In order to provide additional provision, the total residential zoning for Ferrybank will be 67.3ha (22% additional provision).** The rationale for this is to:

- make beneficial use of planned infrastructure within the Plan area (new Ferrybank South-North Access Road and sustainable transport improvements/ and proximity to new railway station/transport hub/and proposed BusConnects infrastructure
- enable sufficient residential development within the Plan period to ensure the Ferrybank area contributes to a more balanced and concentric Waterford City north and south of the river.

- avoid restricting the supply of new housing development through inactivity on a particular landholding or site, or through reliance on significant landowners in the study area.
- allow sufficient land bank of housing to be brought forward and provide a credible pipeline of housing delivery.
- align the framework plan with NPF Implementation: Housing Growth Requirements (Section 28 guidelines)
- provide for sufficient quantum of zoned land to deliver lands in the masterplan area in Chapter 6.

The provisional land requirement for the Plan study area to 2034 is outlined in Table 5-2.

Table 5-2 Land Requirement for Plan Study area (2025-2034)

2022-27 projected population growth	2,320
Units required to 2027 based on population growth of 2,320 and average household size of 2.55 (2,320/2.55)	910
Plus 660 units as per CE report to align with NPF targets up to 2034	660
Units required (subtracting 101 built units)	1,469
Net residential zoned land requirement based on a minimum density of 35 units/ha (1,469 units/35)	42ha
Gross residential zoned land requirement accounting for 80:20 net developable area ratio	52.5ha
Land required including Additional Provision of up to 50% (26.2ha). Propose an increase of 14.8ha.	67.3ha

<sup>4</sup> Sustainable Residential Development and Compact Settlements Guidelines

<sup>5</sup> Sustainable and Compact Settlements | Guidelines for Planning Authorities, 2024, Department of Housing, Local Government and Heritage, page 19.

<sup>6</sup> To align with Chief Executive's Report on NPF Implementation: Housing Growth Requirements published in November 2025

### 5.3 Justification for additional residential zoning

This Plan proposes to zone additional land for residential development during the Plan period, based on several key strategic considerations.

#### 1. Renewed ambition for Ferrybank/Belview’s role in the future of Waterford City and Suburbs.

There is a renewed ambition for developing Ferrybank/Belview as part of a balanced concentric Waterford City. Significant investment is underway at the North Quays with a new railway station and transport hub along with new transport links and improved sustainable transport facilities in the area. This will require additional population growth supported by Investment is identified in social infrastructure like schools, healthcare, recreation facilities, and other essential infrastructure.

#### 2. Application of Compact Growth Principles and updated residential density guidelines

The additional zoning proposed in this framework plan is located within the built-up area for Ferrybank as defined by the CSO. The 'Built Up Area' (BUA) boundary is illustrated in Figure 5-2.



Figure 5-2 Settlement and BUA boundaries

In this Plan there is a range of densities employed, depending on location, ranging from a minimum of 35 dwellings per hectare (dph) in lands zoned

for Residential, to increasing accordingly in more accessible areas. Furthermore, it is based on an average net site developable area. In practice some sites may be higher and some lower than this figure depending on the size of the site, the form of development, and factors such as the landscape quality.

#### 3. Addressing demographic trends by providing for higher population growth

Recent inter-censal trends show slower population growth in the study area compared to County Waterford, with fewer young people and more older residents. The plan aims to increase population growth by expanding residential zones, linked to transport and social infrastructure.

#### 4. Catalytic public investment in key transport infrastructure

Several catalytic transport projects are either currently under construction or are in planning and will be achieved in the short to medium term. These initiatives which will support the development of Ferrybank/Belview as a thriving urban community, include:

- The South – North Access Road
- Active Travel improvements in the Local Transport Plan
- Integrated Transport Hub (North Quay SDZ) – under construction.
- The Active Travel Bridge – to be fully completed in 2026.
- South-East Greenway that is being delivered on a phased basis.
- BusConnects Waterford – rolled out on phased basis from 2026.
- South-North Access Road at Clover Meadows to be completed by 2026.

Kilkenny County Council will examine the feasibility of delivering the Ferrybank Relief Road connecting Newrath to Belmont Roundabout in the short to medium term. This multi-modal sustainable link will provide access to planned development lands, provide an orbital route for active travel, public transport and vehicular movement and provide a bypass function for much of the study area.

#### 5. Strategic location of the Ferrybank/Belview Framework Plan area

Located just north of Waterford City, the study area is poised to become a desirable place to live due to:

- ❖ A new walking and cycling bridge linking the area within walkable distance of the city's south side.
- ❖ New public transport options (road, rail, cycle) increasing access to employment and study hubs.
- ❖ Investment in employment opportunities at Belview Port, including potential for an Energy Centre of Excellence.
- ❖ Scenic surroundings near the city with new recreational facilities and the development of North Quays with entertainment and tourism offerings.

**Considering the aim to support a compact city approach and leverage significant public investment in transport infrastructure, it is appropriate to increase the residential zoning land requirement for this Plan to 67.3ha.**

### 5.4 Proposed Core Strategy

This Plan proposes to zone **approximately 67.3ha of land for new residential development**. In addition to this there may be opportunities in the District Centre/Neighbourhood Centres.

*Table 5-3 Capacity of land zoned for housing units*

Zone	Gross Area (Ha.)	Housing yield estimate (net developable area)	Minimum Density (units/ha.)	Minimum unit Delivery
District Centre/Neighbourhood Centres (High Density)  District centre: 2.88 ha  Neighbourhood Centre: 5.48 ha	8.36	50%	50	209
New Residential	67.3ha	70%	35	2,355

Estimated total delivery for the lands identified for new residential is 2,355 units. As the density of each development will vary (within the acceptable range) depending on the design and site conditions, and characteristics, developers will be encouraged to exceed the minimum density of 35 units /ha.

### 5.5 Zoning Objectives for Ferrybank - Belview

To maximise Ferrybank/Belview's potential as part of a compact Waterford City, it's crucial to have adequate land for employment and housing. This ensures existing and future housing needs are met and helps to ensure housing availability, which is vital for attracting businesses to invest in the area.

The residential land use zonings in Ferrybank/Belview are as follows:

1. R1 – Existing Residential
2. R2 – New Residential

Significant lands identified as SR1 Strategic Reserve will be available in future plans when needed. Their future use will be decided then.

The release of residential lands prioritizes those zoned 'R1 Existing Residential' or 'R2 New Residential'. Residential development may also occur on District Centre or Neighbourhood Centre zoned lands.

Densities will be guided by the Compact Settlement Guidelines as enshrined in the City & County Development Plan Vol 1. See section 13.4.1 In instances where Flood Risk Zones A and B overlap with land-use zoning objectives an overriding flood risk-related limitation applies to such lands where the Plan-level Justification Test has not been passed. This limitation is detailed at the end of the next section (5.7).

## 5.6 Land Use Zones

Zoning is designed to reduce conflicting uses within areas, to protect resources and, in association with phasing, to ensure that land suitable for development is used to the best advantage of the community.

In the following paragraphs:

- **Permissible use** means a use, which is acceptable in the relevant zone. However, it is still the subject of the normal planning process.
- **Open for consideration** means a use which may be permitted where the Council is satisfied that the individual proposal or development will be compatible with the policies and objectives for the zone and will not conflict with the permitted uses and also conforms with the proper planning and development of the area.

**Non-conforming uses:** Throughout the Plan 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.

### Green/Recreation/Conservation

#### Passive Open Space

**Objective:** To provide and improve recreational open space and to allow for green links / biodiversity conservation / landscape protection / buffer space.

Permissible Uses: Open Space, Playground.

Open for Consideration: Agricultural Building 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, Leisure and associated structures, Water-based Recreational / Cultural Activities, outdoor dog park / exercise facility.

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

#### Active Open Space

Objective: To allow for active open space.

Permissible Uses: stadia, GAA pitches, golf courses, rugby or soccer fields, Stadia, 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, forestry, horticulture, Agricultural Building, Open Space, public service installations, residential use as outlined in Section 5.8.4 of the Plan.

Open for Consideration: Bed and Breakfast/Guesthouse in existing dwellings, Car Park, Clubhouse and associated facilities, Cemetery, Golf Course, Utility and Electricity Infrastructure.

Note: Residential uses are subject to the provisions set out in Section 5.8.4: 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 Plan or other superseding document) will not be permissible.

Extensions and expansions of existing uses will be considered on their own merits.<sup>7</sup>

**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.

**Commerce/Industry/Enterprise/Economic Development**

**Business, Enterprise & Technology Park**

Objective: To facilitate the development and expansion of business, enterprise and technology, with no large-scale office use allowed.

Permissible Uses: Cafe, Car Park, Childcare Facilities (crèche/nursery), Enterprise Centre / Campus Industry, Data Centre, Energy Park, 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, Playground, Public House, Restaurant, Service/Petrol Station, Battery/Energy Storage, Recycling Centre (bottle banks, etc), Utility and Electricity Infrastructure.

**Port Facilities and Industry (PFI)**

Objective: To provide for light industry, technology and the expansion of port and ORE related activity. Existing residences must be appropriately screened and buffered in any development proposals.

Permissible Uses: Car/Truck Park, industry (General Industrial use), Industry (Light), Port related office, Construction Support, Data Centre, Energy Park, Operations and Maintenance facilities supporting the ORE industry open space, park and ride facility, silos and storage areas, storage tanks including bulk liquid storage and general warehousing, wholesale/warehousing.

Open for consideration: Battery/energy storage, electricity transmission infrastructure, 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 outlet<sup>8</sup>, water based recreational cultural activities., Utility and Electricity Infrastructure.

Development Objective BPIA4A and BPIA4B in relation to Knockmullan House and the Glasshouse are to be considered in any future development proposals within the lifetime of the Plan.

**Community Services/Facilities**

**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.

<sup>7</sup> See SFRA

<sup>8</sup> Net sales area of not more than 100sqm

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).

**Residential**

**New 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.

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.

**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.

**Existing Residential**

Objective: To protect and improve residential amenities and to provide for new residential development appropriate to the scale and character of the settlement.

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.

**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 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).

**Mixed Use**

**Ferrybank District Centre**

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, minimum 50 units per hectare). The optimal location for retail will be in the existing Ferrybank Shopping 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 (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, Nightclub, 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, Cinema, Enterprise Centre/Campus, Retirement Home

**District 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, Nightclub, Park and Ride facility, Residential (Houses), Residential (Extensions, Granny Flat, etc), Retirement/Nursing Home, Service/Petrol Station

**Regeneration Site 1: Former Ard Ri Hotel**

Objective: To allow for tourism and residential development with support services subject to a Visual Impact Assessment for relevant sections of the site. It is not intended that residential would form the primary use, but that a proportion of the uses, would be residential. Development on this site should be mixed use high density with emphasis on tourism, apartments and city living; Development should maximise the site's elevated location and views across the city; The site has potential to accommodate taller building(s).

Permissible Uses: Hotel/Conference Centre, Leisure and associated structures, Residential (Apartments), Residential (Houses).

Open for Consideration: Residential Retirement Home, Community facility & associated structures, Cultural/Recreational building, Hairdressing/Beauty Salon, Club house and associated facilities, Car Park, Childcare Facilities (crèche/nursery), Restaurant, Shop (Convenience).

**Other Networks and Basic Infrastructure / Utility**

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, Utility and Electricity Infrastructure.

**Strategic Reserve**

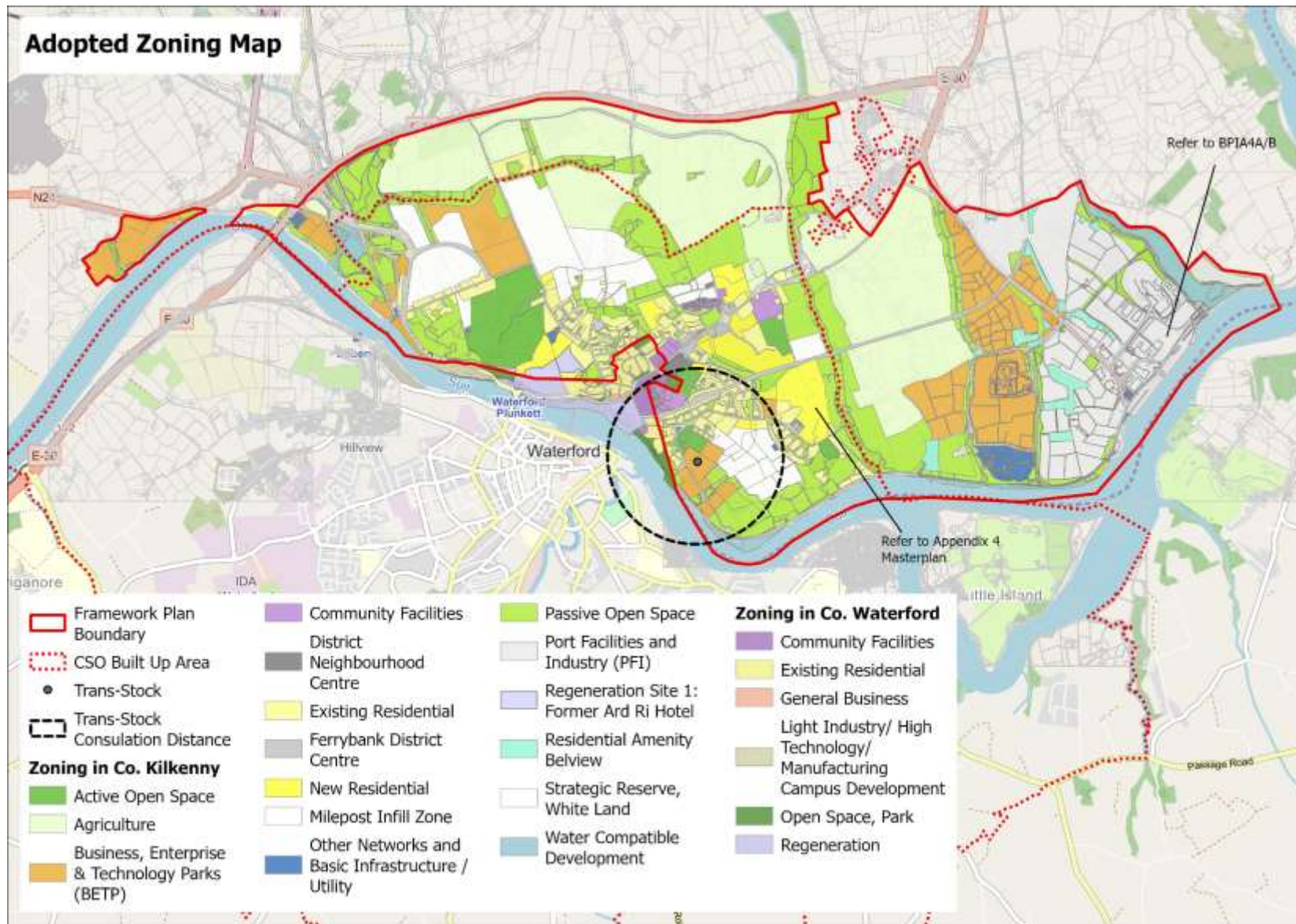
Objective: These areas will provide for longer term expansion. At present there are a number of uses operating within this area, and extensions and expansions of these uses will be considered on their own merits, where they will not jeopardise the longer-term strategic use of the land.

**Overriding Flood Risk-related Limitation on the above Land Use Zones**

There are a number of instances where Flood Risk Zones A and B overlap with a variety of the above land-use zoning objectives, including Open Space and Water Compatible Development. Uses under all zoning objectives shall be limited to water compatible uses in Flood Zone A, and less vulnerable or water compatible uses in Flood Zone B. Detailed, site specific Flood Risk Assessment will be required in these areas. This limitation shall take primacy over any other provision relating to these land use zoning objectives.

To address the climate change considerations, uses on lands associated with Mid-Range and High-End NIFM/NCFHM future climate scenario risk areas, outside of Flood Zones A or B, shall be limited to less vulnerable and water compatible development. This limitation shall take primacy over any other related land use zoning provision. Detailed, site-specific Flood Risk Assessment will be required in these areas.

Figure 5-4 Draft Zoning Map



## 5.7 Housing

This Plan proposes a residential strategy of consolidation and infill; whereby new residential development will occur sequentially and along with planned infrastructure. 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. All proposed residential development must comply with the housing strategy contained in the Kilkenny CDP.

### 5.7.1 Housing Type

Residential development should contain a mix of typologies and consider inclusion of a range of requirements for example, group special need housing and age and disability friendly housing.

Provision of student accommodation will be encouraged, particularly in the District Centre, and is considered a new opportunity for the Ferrybank area, given the future Bus Connects route between Ferrybank and the South East Technological University (SETU).

### 5.7.2 Energy Efficiency

All proposed residential development must comply with the requirements of the Kilkenny CDP with regards to energy efficiency (section 11.12).

### 5.7.3 Cycle and Car parking

All new housing schemes (including mixed-use schemes that include housing) must include safe and secure cycle storage facilities to meet the needs of residents and visitors. In the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom will be applied. Visitor cycle parking should also be provided. It will be important to make provision for a mix of bicycle parking types including larger/heavier cargo and electric bikes and for individual lockers. Cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be designed so that cyclists feel safe. It is best practice that either secure cycle cage/compound or preferably locker facilities are provided.

Car parking provision for additional non permitted uses within the District Centre will be minimised in line with active travel policies. The maximum rate of car parking provision for residential development within the District Centre, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling. In other locations within the Built-Up Area boundary car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development in this area, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

### 5.7.4 Rural Housing

Land within the agricultural zone will not be considered for intensive commercial or residential development during the lifetime of this Plan. 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.

Housing on lands zoned “Agriculture” will be restricted to the following categories of persons:

- Immediate members of farmer’s families (sons /daughters) and/or,
- Person whose primary employment is in agriculture, horticulture, forestry or bloodstock, or other rural based activity in the area in which they wish to build).

All applicants for one-off rural housing will need to demonstrate compliance with the qualifying criteria of one of the above categories unless otherwise specified as being located within an area where the Rural Housing Policy does not apply.

## 5.8 Core Strategy Objectives

**CS1** Implement the Development Management Standards provisions of the City and County Development Plan in implementing this Framework Plan as appropriate.

**CS2** Prioritise Tier 1 lands as identified in the Settlement Capacity Audit during the lifetime of the Plan.

## 6.0 Development Strategy and Urban Design

### 6.1 Introduction

The section sets out the development strategy for the Ferrybank/Belview area taking a longer-term view of the area as part of the Waterford Metropolitan Area. The development strategy aligns with the National Planning Framework and the Regional Spatial and Economic Strategy.

The Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities introduced in 2024 includes applicable development standards for housing that are to be applied relating to separation distance, minimum private open space, car parking, cycle parking and storage. The Kilkenny County Development Plan (CDP) sets out several development management standards, all of which will apply in the Plan area. However, this Plan is focused on the area of Ferrybank/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.

### 6.2 Analysis and Appraisal

Ferrybank/Belview is situated among green hills with high-value landscapes and residential areas. This Plan aims to enhance the connection between these areas while creating a new vision for the Ferrybank/Belview area. The following analysis and appraisal of the Plan area identifies the existing character and features including visual and physical connections, as well as overall constraints and opportunities within the region.

The physical realm of Ferrybank/Belview integrates urban and rural elements. The surrounding landscape is characterised by green spaces and agricultural land. Residential areas feature a variety of housing styles, reflecting both traditional Irish architecture and contemporary design trends.

Key elements of the landscape include the River Suir, Belview Port and industrial area, agricultural land, and green spaces and parks. These high-

value landscapes in Ferrybank/Belview are essential for ecological balance, economic activity, and quality of life. Collectively, the River Suir, Belview Port, agricultural lands, and green spaces contribute significantly to the area’s environmental health and economic vitality.



Figure 6-1 Study Area Photographs

The Ferrybank/Belview area has been analysed through the concept of a concentric city, forming a larger entity in conjunction with Waterford City (Figure 6-1).

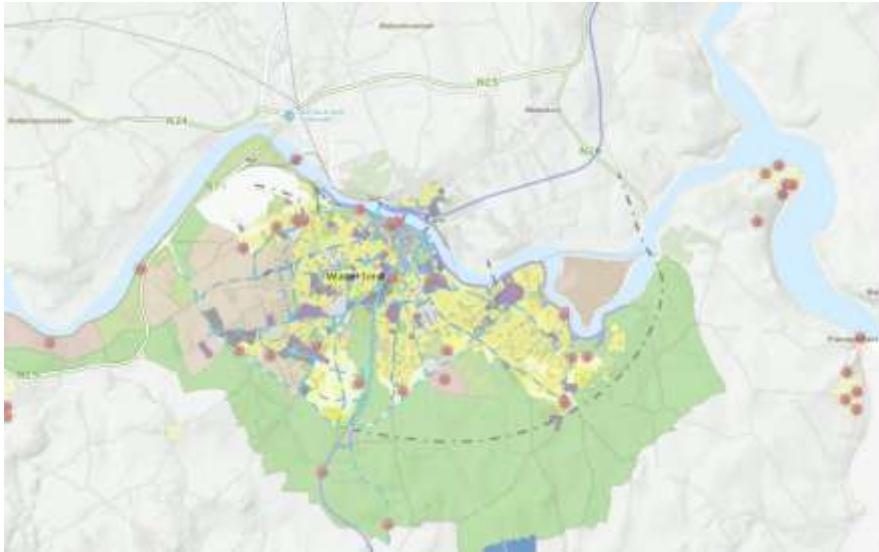


Figure 6-2 Zoning in Waterford City, extending to both sides of River Suir (Source: WCCC)

Waterford is the largest urban centre in the South-East. The metropolitan area extends beyond the physical built up area into a defined metropolitan area extending to County Kilkenny and County Waterford. The vision for the Waterford MASP area is to develop a concentric city both north and south of the River Suir (which will include areas within County Kilkenny) with services appropriate to its status as one of the five national cities and recognising the people of the area as the heart of its potential.

Progressing the sustainable development of new brownfield and greenfield areas for housing and the development of supporting public transport and infrastructure. (Further detail provided in section 12.3.)

**Character Areas**

The area has been identified into eight different character areas (see Figure 6-3):

- 1 Central Area
- 2 Christendom / Ross Abbey
- 3 Ballyrobin
- 4 Newrath
- 5 Grannagh
- 6 Rural Hinterland
- 7 Port/IDA/Employment
- 8 Slieverue Village

Key features of these eight-character areas are identified in the following pages.

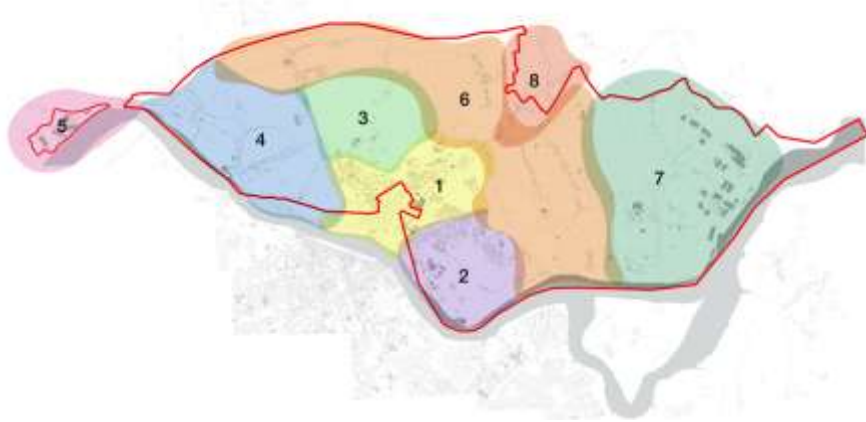


Figure 6-3 Character Areas Map

**1 Central Area - Mixed urban character**



**Mixed urban character** – primarily designed around vehicular movement with wide main road, roundabouts and car-parking separating residential clusters, some connected by paths. Central area needing sense of place and identity.

Established central area with mix of services, schools, church, creche, limited retail and open space.

Main vehicular route into city centre (R711) with numerous vacant sites along wide main road with large roundabouts: poor-quality public realm, low footfall and little activity addressing the street.

Ferrybank shopping centre is largely empty with blank street frontage.

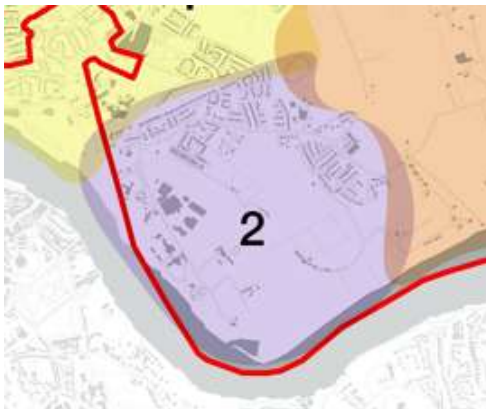
Most people using primary care centre and school appear to arrive by car.

Adjacent areas appear more active, with park, graveyard, primary care centre, residential and leisure uses.

Potential to improve pedestrian network and reduce car dependency by connecting residential areas with the R711 being redesigned as an urban boulevard through the central area with active street frontages, urban scale and mix of uses as a 'main street'.

Potential to reuse vacant buildings and lands to create a cohesive, attractive urban centre.

**2 Christendom / Ross Abbey**



**High Landscape Character with mixed residential/ industrial**

Mature landscape, highly visible from Waterford City; with lanes, trees, hedgerows and several protected structures in mature grounds along river.

Modern residential cul-de-sac development located on lands along widened Abbey Road, leads to Ross Abbey neighbourhood, separated by walls and roads leading to impermeability between neighbouring residential estates and high car dependency.

Character of Ross Abbey is car-orientated - needs improved sense of place and better local identity. Opportunity for densification of residential zoned lands.

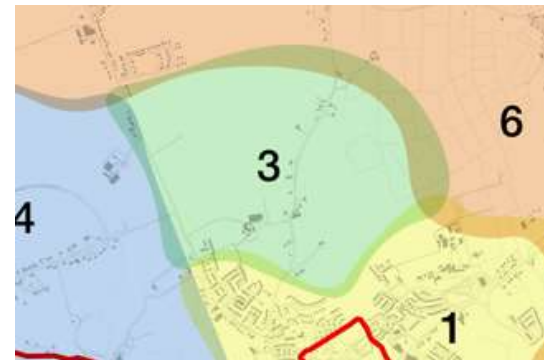
Location and appearance of industrial buildings and yards appears incongruous with the high-quality landscape, small-scale residential and quiet country lanes.

Potential to improve walking access to urban centre. 15-minute walk from proposed crossroad to centre. Key proximity to Waterford hospital with new bridge.

Risk that new road proposals may adversely affect existing landscape quality and protected structure. These will need to be integrated into the existing landscape pattern. These include links to Ferrybank, future bridge, Ross Abbey extension.

Opportunity to create active movement network integrated with existing landscape through nature-based solutions, e.g. utilising existing train line parallel greenway/walking route alongside existing train-line connecting to potential city regional park in demesne of the existing houses onto the river.

**3 Ballyrobin**



**Mainly Green Field Rural Landscape/ Growth Area**

Established field pattern, hedgerows, country lanes and farm buildings with woodlands and trees.

Dramatic topography creates high value views from Rockshire to south over Ferrybank, Christendom, Waterford City and hills to south.

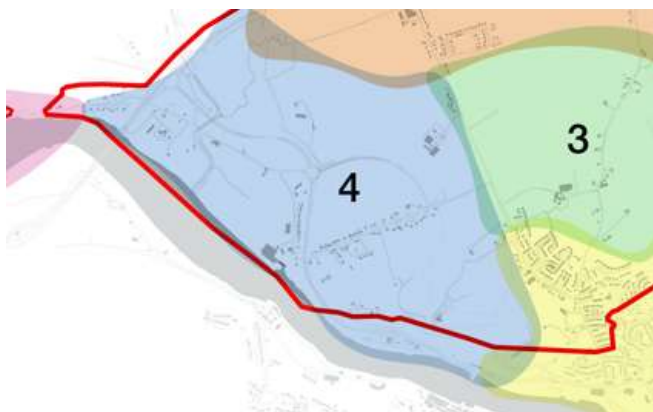
Northern edge defined by thick treebelt (Mullinabro Woods) with views to rolling hills in the distance to the north.

Good accessibility to existing city and regional road network, including new Park & Ride, N25 ring-road and M9 Motorway.

Potential new residential neighbourhood subject to good public transport and infrastructure, inc. utilities and services.

Phasing and integration of any new development with existing working farmland and landscape setting to be considered, either as urban extension or stand-alone neighbourhood, would require provision of local services, utilities and infrastructure including frequent public transport.

**4 Newrath**



**Mainly Green Field Rural Landscape/ Growth Area**

High Landscape Value (Large areas of passive green space identified).

Highly visible rural landscape from main approach roads into Waterford (N25, N24, N9) and from northern side of Waterford City.

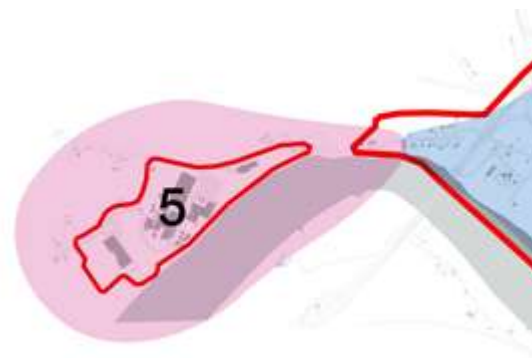
Western part has high landscape value with natural flood areas alongside river, to be protected. This area also criss-crossed by main road and rail infrastructure and local road with panoramic views of the river including new bridge and towards the city. Some small -scale houses. Existing recycling yard by river.

Newrath Road is established quiet residential area with mix of detached residential properties and extensive gardens.

Good accessibility to existing city and regional road network, including new Park & Ride, N25 ring-road and M9 Motorway. Area adjacent to R448 roundabout provides potential for new Park & Ride/ Commuter Hub with EV charging points.

Potential new mixed-use urban residential extension subject to good public transport and infrastructure, inc. utilities and services.

**5 Grannagh**



**High Landscape & Heritage Value, with Mixed-Uses**

High Landscape Value with key views of and from historic and protected structures along the river including new bridge and to Waterford city.

Highly visible rural landscape to north with country lanes.

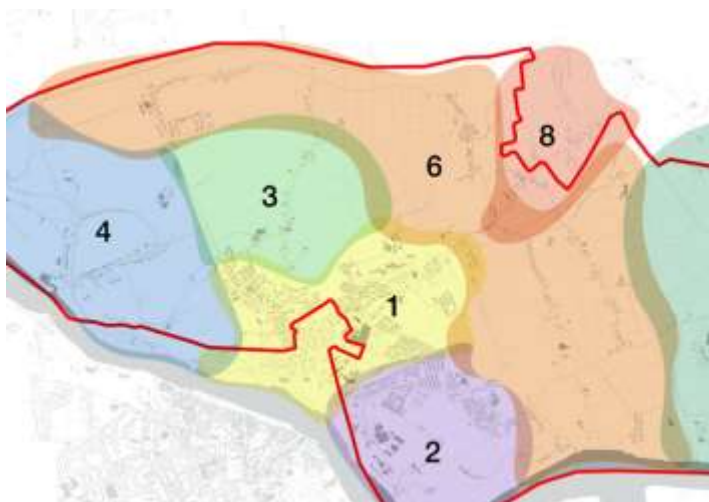
Mixed character area (Heritage & industrial) with strong visual presence of employment-based functions.

Existing industrial/warehousing buildings in business area to west have narrow frontage to main road but extend back towards river. These buildings are visually intrusive on scenic setting of Grannagh Castle and river.

Grannagh Village to north separated from castle environs by busy N24 road with fast-moving traffic. Potential to reduce traffic speed to improve pedestrian safety between Grannagh Castle and Business area.

Potential to upgrade existing business area replacing existing with higher quality new buildings to meet modern business needs, with associated landscape screening to improve visual setting from Grannagh Castle and along the river and to improve the visual presence, quality and safety on N24 including visibility sightlines, pedestrian provision to Grannagh Castle, with traffic speed reduction measures.

**6 Rural Hinterland**



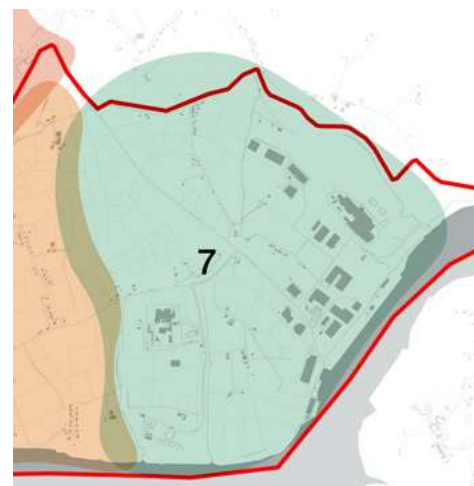
**High Value Landscape/ Greenfield**

Area comprises an existing green belt defining the extent of the proposed built-up area around Ferrybank and keeping separate Slieverue to the northeast and the Belview Port area and IDA lands to the east. This area forms an arc extending from Mullinabro in the north-west, to include Ballynamona, Ballinvoher, Milepost village, Kilmurray, Peafield, Larkfield, and extends to Gyles Quay on the River Suir and reinforces the concentric city strategy.

The character is of agricultural farmland with woodland belts and hedgerows, country lanes along which there are clusters of residential, mainly single storey with large gardens and open fields/natural landscape to the rear. There are sites of conservation interest and significant tree stands throughout the area.

The topography is undulating with streams and woodland belts running north-south to the eastern part of the area. It includes the highest part of the Plan area which forms part of the green ridgeline containing the urban settlement to the north of Belmont. The small villages of Milepost and Gyles Quay, both of which have protected structures sitting in high-quality landscape settings.

**7 Belview Port & IDA Area**



**Key Employment areas**

Served by N29 road infrastructure to accommodate HGV vehicular movements to the Port with a spur west from Gorteens Castle to the IDA development where a high-quality modern road extends south to serve the IDA lands and the water treatment plant.

The character of the port area is largely of large warehouses set behind and screened by tree belts., while that of the IDA area is of large modern food manufacturing plants set in a business park environment. Within, between and around these area areas of existing farmland, protected structures including historic houses, and their demesnes set back from the riverbank.

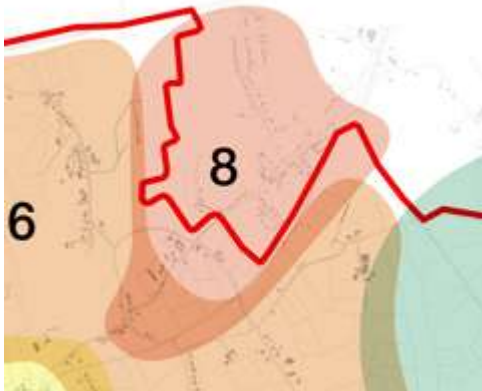
The existing Waterford- Rosslare railway line runs along the river, through the port and on towards a bridge across the River Barrow. The river frontage and quays are visible from the lands across the river including the grounds of Faithlegg house and the lands around Faithlegg village.

The historic context of large houses and landscape is finely balanced with the port and IDA employment functions. There is potential with the ongoing expansion of Belview Port area to create an 'urban hub' for employees, visitors and people living in the area, through the restoration and reuse of the existing protected structures and their grounds. This could form the centrepiece of a historic trail including Springfield House, Gorteens Castle, Bellevue House, etc. which are of key historical interest.

Improving servicing and access of the Port and IDA lands by rail would reduce the impact of vehicular traffic to be considered as part of any further expansion/development plan and help support the growth of the port and employment areas.

Provision of improved water supply and other services, including upgrading of the water treatment plant will also need to be considered to reduce environmental impact on the residents and natural biodiversity in the area.

**8 Slieverue Village**



Slieverue village is an established village, most of which lies just outside the Plan boundary. It has its own strong identity and local urban character with an established village centre, with parish church, pub, post office and local schools. The village has grown northwards beyond the GAA grounds with several new residential areas and some business units close to the junction of the N29 and N25, both of which bypass the village on either side. The village main street extends southwards into the open countryside, with several buildings leading to Milepost.

**Key Issues Identified:**

- **A lack of high-quality urban spaces within the Ferrybank area for public enjoyment and community integration.**

Urban design proposals to address this shortfall are provided in the following Sections 6.3 Development strategy and 6.4 Detailed design – Masterplanning Principles & Objectives.

- **There is an evident dependency on car, due to previous car-centric design and planning.**

Sustainable urban planning principles and objectives to overcome this with development planned based on active travel and public transport principles are provided in the following Sections 6.3 and 6.4.

- **There are few high-quality pedestrian walkways and cycle paths that facilitate and encourage active movement, particularly connecting residential areas with public and local amenities.**

Government Departmental funding programmes, e.g. URDF are available to develop and implement 'smarter travel' projects for existing settlements that support compact settlement growth.

- **There is a need for protection and enjoyment of existing natural assets including natural biodiversity and landscape heritage.**

In terms of protection, as a minimum this is identified and screened as part of Appropriate Assessment (AA), Strategic Environmental Assessment (SEA) and Environmental Impact Assessment (EIA). As part of EU New Bauhaus 'Green deal' and other funding programmes to address Climate change and to encourage people to live more sustainably, there is scope and funding to public bodies and organisations that support nature-based design solutions that improve and encourage net biodiversity gain and mitigate against climate change as part of an overall plan-led approach. A key aspect of this is access to nature to support people's health and well-being, whether going to school, living at home, or while at work.

**Existing Connections and 15-Minute City Movement Analysis**

The Waterford Greenway, opened in 2017, forms part of the wider European Eurorvelo 1 Atlantic Coastal Route. As Ireland's longest greenway, measuring 46km in length, it is a key recreational asset to the Waterford region and is used daily. The South-East Greenway, which is currently under development, will provide an efficient and safe access corridor for pedestrians and bikes from Waterford City Centre, through Ferrybank, to New Ross. This 24km Greenway will benefit from interconnected open green space throughout the Ferrybank/Belview area.



Figure 6-4 Route of South East Greenway New Ross to Waterford (Source Greenways Ireland)

As part of the movement analysis, Figure 6-5 illustrates pedestrian movement times. The analysis identifies existing and potential urban neighbourhoods based on active movement. Walking catchments are categorized into three distances: 5 minutes (0.4 km), 10 minutes (0.8 km), and 15 minutes (1.2 km). This study provides insights into the principles of the vision, which aims to create a connected, accessible, and denser urban structure.



Figure 6-5 15-Minute City Movement Analysis (Source Scott Tallon Walker)

**Protected Structures**

Existing built structures have been identified in the area. Most of the structures are located near the River Suir (Figure 6-6, with additional detail provided in Chapter 10 and the Technical Appendix).



Figure 6-6 Heritage Review List of Protected Structures (Source: KPMG Future Analytics)

## 6.3 Development Strategy

### 6.3.1 Concentric City

The development strategy outlined in this Plan embraces the concept of a concentric city, with balanced compact growth north and south of the River Suir, as set out in the Waterford Metropolitan Area Strategic Plan. This integrates the settlement pattern on both sides of the River Suir and views Ferrybank/Belview and Waterford as interconnected areas.

The future concentric city approach, as illustrated in Figure 6-7) recognises that the main urban focus is the historic centre of Waterford city, around which urban neighbourhoods have developed along radial arterial routes extending out from the central area, which are then connected by orbital routes. These radial and orbital routes create a connected concentric city network, and with public transport and active travel can make it more convenient to move around sustainably on foot, by bicycle and public transport whilst reducing the dependency the car.

The future concentric city approach is for people to live and meet their everyday needs in compact self-sustaining neighbourhoods with a 500m (10 to 20-minute) walk between home and a frequent public transport node that forms part of the city-wide transport network. This can easily bring people into the city centre and to main service areas, such as city centre, university, hospital and employment areas.



### 6.3.2 The Ferrybank/ Belview Area

Based on prior analysis and appraisal of, key connections, challenges, and opportunities (6.2 Analysis and Appraisal), as well as the broader city-wide strategy (Figure 6-7) an indicative Long Term Concept Plan for the Ferrybank / Belview area has been prepared (Figure 6-9).

The Ferrybank/Belview area offers many high-quality urban and natural landscapes with identifiable features, landmarks and valuable local heritage. In combination these can all contribute to the quality, legibility, permeability of the area, and to its local identity (the character) and should be carefully incorporated into any development proposals. There are opportunities to rebalance the existing urban layout from one that favours motorised traffic to one that encourages and favours sustainable active travel.

This can be achieved with a combination of infill development and new compact urban extensions with each neighbourhood served by public transport using the existing arterial routes, as proposed in the current BusConnects strategy and future extensions.

At neighbourhood level, a core principle is to create a connected network of neighbourhood streets and spaces that are lined with buildings and uses that provide passive surveillance, activity and visual interest, where children can play, with low traffic speeds consistent with the principles of the Design Manual for Urban Roads and Streets (DMURS).

The cumulative impact is to improve environmental quality, pedestrian safety and act as an incentive for active travel and public transport use (see also Chapter 12: Movement and Active Travel).

New development is to be well-integrated with and enhance the existing urban and landscape character. Considerations to be addressed in planning applications include how well the proposed development integrates and enhances the existing urban development pattern and the established landscape pattern, topography, greenery, landscape impact on views across the Plan area, and to/ from Waterford city and the surrounding area, including features such as hill tops and green ridgelines around the city (Figure 6-8).



Figure 6-8 Topography Overlay on the Concept Plan (Source: Scott Tallon Walker)

The historic buildings and urban heritage, the views and open field pattern, trees, hedgerow and woodland structures, as well as the riverbank are all key considerations to be enhanced because they all help define the varied landscape characters of the Ferrybank/Belview area and can help significantly to make Ferrybank to be a highly attractive place to live.

Concentric City

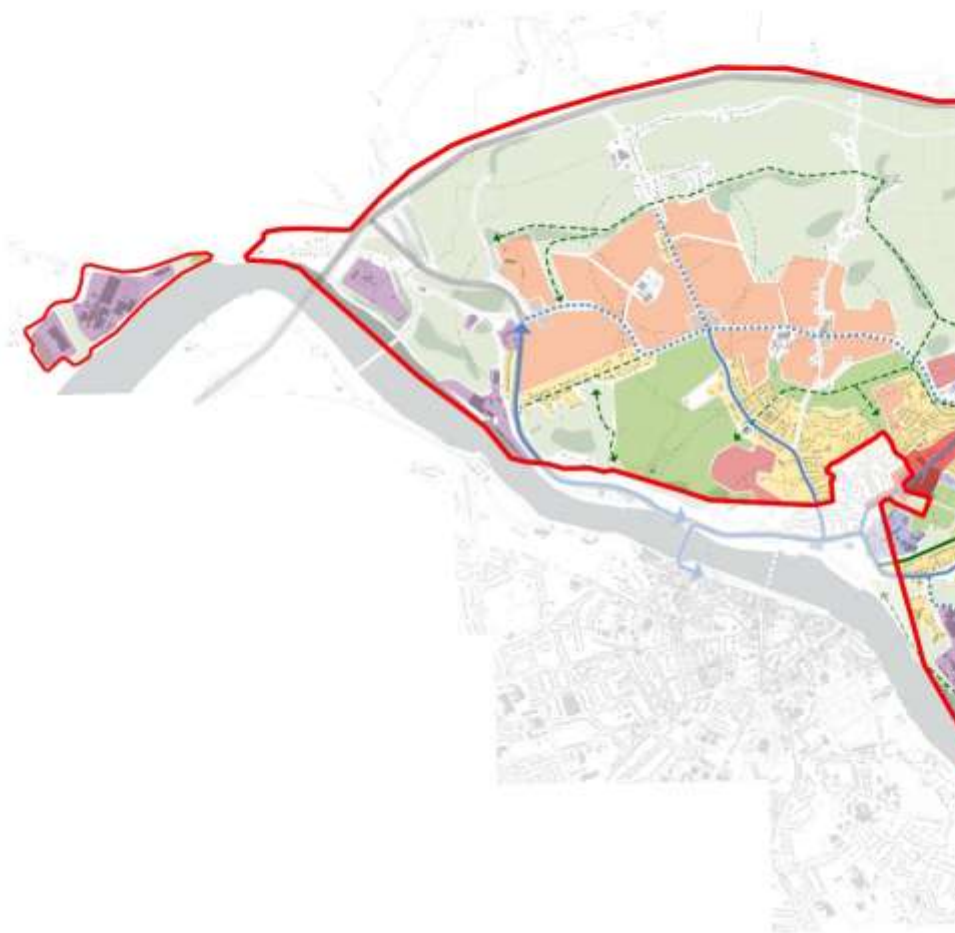


Figure 6-9 Indicative Long Term Concept Plan – Ferrybank / Belview area (Source: Scott Tallon Walker)

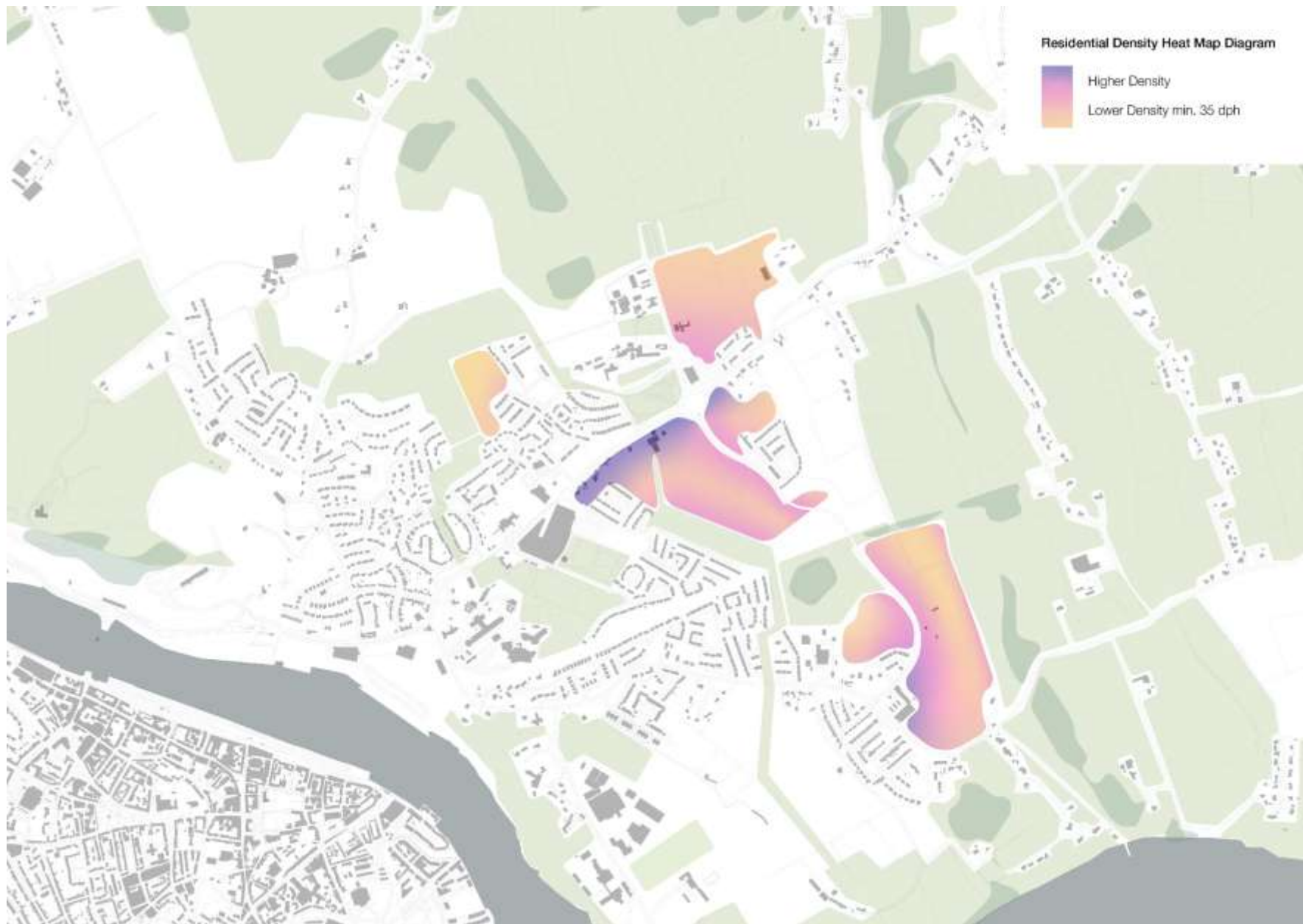


Figure 6-10 Indicative Residential Density Heat Map (Source: Scott Tallon Walker)

### 6.3.3 Overall Urban Development Principles

- **Strategy** - to ensure that the key indicators of quality urban design and placemaking are consistently applied and coordinated across and within statutory plans and in the consideration of individual planning applications.
- **Climate Action** - to support and facilitate a low carbon city region, achieving the statutory reductions in energy demands and greenhouse gas emissions, adopt a nature Based Solutions approach, and to adopt climate-based place-making.
- **Compact Growth** - to promote the compact population growth of the Ferrybank/Belview area (see section 5.0 Core Strategy & Zoning). To provide appropriate land use policies which aim to enhance sustainable living.
- **Concentric City** - to support the concentric city approach by initiatives that improve connectivity (Bus Connects, active travel, appropriate densities, connected open spaces, etc.)
- **Residential Neighbourhoods** – to provide for population growth with sustainable, walkable neighbourhood communities with densities that align with national guidelines, while retaining and enhancing the historic urban and landscape character and heritage in accordance with government policies.
- **Urban and Landscape Character** - to enhance and support the physical identity of neighbourhoods in the Ferrybank/Belview, by actively promoting the development and renewal of key areas to provide a sense of place based on the urban and landscape character of the surrounding context, including topography.
- **Community Focus** – to foster sustainable neighbourhoods of social interaction that areas and neighbourhoods retain a distinct local identity while being part of the wider concentric city vision.
- **Economic Development** - ensure there is enough zoned land for potential economic development and to respond to economic circumstances/ opportunities during the Plan period.
- **Transport & Movement** – to support the delivery of active travel including new greenway connections, active travel routes, and public transport, with traffic calming and street redesign.

- **Amenity & Natural Heritage** - support the retention and integration of interconnected natural landscape corridors as part of the nature-based urban development pattern and wider natural landscape character of the Ferrybank/ Belview area and city region.
- **Recreation & Leisure** - to promote the provision of recreation and leisure facilities for community use, for neighbourhoods, the Ferrybank/ Belview area, and the wider city region.

### 6.3.4 Key Urban Design Principles

Key urban design principles cover themes of:

- Placemaking
- Vibrancy
- Landscape & Built Heritage
- Sustainable Modes of Transport
- Increased Permeability and
- Housing & Population.

The strategy focuses new development strengthening the role of the existing arterial routes such as Ross Road/Belmont Road, Abbey Road, Rockshire Road and on new connecting routes, The vision ties the proposed new built development together with an interconnected network of routes, that serve pedestrians, cyclists, public transportation, aiming for less car dominated infrastructure.

**Placemaking:** The Plan aims to provide public spaces and streets where people can enjoy spending time outdoors, sitting, playing, meeting and socialising. This can be achieved by active frontages around an urban block, with corner shops, cafes and sitting areas, and by enclosed communal gardens shared by neighbours within a residential block. This can be achieved throughout the masterplan area as shown in Figure 6-11 and 6-12.



Figure 6-11 Placemaking through active street frontages and shared gardens (Source: Scott Tallon Walker)

Placemaking can also be achieved by the street pattern and type of streets, with well landscaped places to sit and rest, that are overlooked and where residents and visitors feel a sense of belonging.

**Vibrancy:** The new Plan aims to provide vibrancy with areas of appropriate density, a mix of uses and services to meet the needs of the local community within the walkable neighbourhood, centred around the transport node. These are identified as ‘local neighbourhood nodes’ in Figure 6-9.

The local neighbourhood node may include local shops, businesses and social places (internal and external) that meet local community needs, with ground floor active frontage. Services include library, schools, primary care centre, parks, recreation & leisure etc.



Figure 6-12 Examples of local neighbourhood node functions (Source: Scott Tallon Walker)

Vibrancy may vary between each neighbourhood and help provide a unique character and sense of place. The ‘Belmont Urban Village’ area (see Figure 6-9) is identified as a central area serving the surrounding neighbourhoods in and around Ferrybank with school, church, library, primary care centre, sport, recreation, and community use as well as retail and employment. (ref. also Chapter 7: Economic Development & Retail). There is also flexibility for some areas to have a higher employment mix to respond to economic circumstances/ opportunities during the Plan period.

**Landscape & Built Heritage:** Protecting and recognising existing natural and built heritage features is key for sustaining built and natural heritage in the area. The Plan seeks to nature based a nature-based design approach, including the protection of key landscapes such as ridgelines and riverside areas.

**Sustainable Modes of Transport:** Land use and transportation are inextricably linked. This plan is based around the concept of promoting

walking, cycling and public transport and development locations have been chosen to maximise the benefits of existing and planned transport infrastructure. (Ref. also Chapter 12 Movement & Active Travel).

**Increased Permeability:** The design principles seek to maximise a permeable urban and suburban environment which promotes walking, cycling and using public transport. Ensuring the connectedness of green infrastructure holds high importance.

**Housing & Population:** A wide range of high-quality housing types and tenures will be required within developments with appropriate densities for a growing concentric city. Density goals can be achieved by townhouse dwelling typologies with own door entrances and well landscaped common areas.

#### 6.4 Detailed design - Master planning principles/ objectives

As part of this Framework document a masterplan for the lands between the Belmont Road and the Abbey Road was prepared. This is to set out the principles to be used in designing the housing layouts and ensure coordinated development proposals to deliver the urban development principles.

The Masterplan shows sequential phasing of development into blocks which are aligned with infrastructure delivery. Departure to phasing shall be subject to appropriate infrastructure delivery agreed with the Planning Authority.

A new link road, South–North Access Road between the neighbourhoods has been progressed with part 8 approval. It will create a new access between the existing access road serving the Belfield housing estate and the existing access road serving the Abbeygate housing estate/Ross Abbey Shopping Centre.

The design principles promote a well-connected, inclusive, and vibrant development that integrates into its natural and local context. Key priority is to provide high-quality, safe, and accessible pedestrian and cyclist infrastructure that links to surrounding neighbourhoods, schools, bus stops, and the Greenway. This should also foster a coherent connection between the two neighbourhoods.

Layouts should support legibility through a clear street hierarchy, visual landmarks, and varied building forms. A mix of non-residential uses, such as community facilities, shops, cafés, and green spaces, should be introduced to enhance vibrancy and social interaction.

##### Guiding Principles

The masterplan sets out the following checklist to help a design team (including urban designers, architects, engineers, landscape architects, and other specialists) to meet the design principles for Ross Abbey and Belmont Road area. The points in the checklist should be applied throughout the development. However, example locations/solutions to the points 1-10 are illustrated in Figure 6-13 Indicative Masterplan for Ross Abbey and Belmont Road.

Checklist of design principles for Ross Abbey and Belmont Road lands:

1. Ensure smooth connections in and out the new development. For example, pedestrians and cyclists should have comfortable access points to Nature Trail, existing street network of surrounding neighbourhoods, local amenities, and bus stops.
2. Design high-quality pedestrian/cyclist infrastructure that support active travel, encourage the use of the Greenway, and consider desire lines.
3. Provide safe routes for children to walk and bike to schools, e.g., by minimising the number of crossing points.
4. Ensure the street network, layout, and design of the blocks support legibility and navigation, e.g., through intermediate landmarks, sightlines, street hierarchy, identifiable building design and variety in heights
5. Provide a range of non-residential uses and mixed-use components to enhance vibrancy, inclusivity, and liveliness of the neighbourhoods. For example, shops, cafés, creches, community centres, maker spaces, community gardens, scout halls, play areas, shared gardens, outdoor gyms, sports fields, community facilities, nature walk routes, water features etc.
6. Explore the opportunity to utilise the existing crossing points over the Greenway.
7. Preserve and celebrate local heritage elements; improve integration of natural and historical features in layout, e.g., integrate the Walled Garden into the design.
8. Integrate the existing green spaces, hedgerows, trees, and nature in the plan to support biodiversity and existing ecology. These are, for example, existing hedgerows defining field patterns, along with the trees and vegetation around the walled garden and triangular area south from it. Careful consideration should be given to the removal of existing nature.
9. Design the development boundaries carefully to integrate the new development with the existing landscape and character. Assess visual impact of views to the development as the new townscape created by the development should be of high quality.
10. Provide water management solutions that enhance sustainability without compromising architectural quality: e.g., green roofs, rain gardens, permeable paving, and swales.

11. Design the surface materials and paving to enhance the quality of public realm. For example, differentiate the different street hierarchies by using different materials, use materials that support pedestrians rather than vehicles, and/or identify focal points by surface treatment.
12. Create well-defined streets, avoiding building setbacks unless it adds to the urban realm quality and architectural character.
13. Provide adaptable building design for people's changing needs throughout their lifetime.
14. Diminish vehicular dominance on the streetscape by offering a range of parking solutions, for example on-curtilage spaces or those integrated to the building footprint. Both on-street and off-street parking should be softened with trees or planting in between the spaces to enhance street frontage and public realm quality.
15. Create variety and diversity in architectural form, design, heights, and material palette through a considered approach that relates to place and visual appearance.
16. Create supervised and animated spaces, e.g., through passive surveillance, window orientation and nearby activities.
17. Ensure the design team is multi-disciplinary and has received input from urban designers, architects, engineers, landscape architects, ecologists and/or other specialists.
18. Ensure the design answers all the 12 criteria in the 'Urban Design Manual – A best practice guide' (a companion document to the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas). The criteria are context, connections, inclusivity, variety, efficiency, distinctiveness, layout, public realm, adaptability, privacy and amenity, parking and detailed design.

The full masterplan document can be viewed in full in the Technical Appendix to this Plan. Figure 6.13 identifies sequential phasing of development into immediate, short- and long-term blocks. Belmont urban village is considered immediate phasing of 0-2 years. Departure to phasing shall be subject to appropriate infrastructure delivery to be agreed with the Planning Authority.



## Urban Neighbourhoods

This section illustrates the strategy and vision of the Plan urban design principles to two specific neighbourhoods.

As shown in Figure 6-9 Indicative Concept Plan – several potential urban nodes / neighbourhood central areas have been identified in the Ferrybank/Belview area that are coordinated with the proposed transport network.

It is envisaged that each neighbourhood is close to green landscape areas. Close attention is paid to existing high value landscape areas and corridors, shown on Figure 6-9. For example, as seen with the south-west Christendom area, green landscape bands with trees and planting help provide a visual and acoustic barrier between residential development and existing industry. It is also proposed that the extent of tree cover is increased across the area, with extensive new tree planting as part of any development, supported by nature-based design solutions that provide sustainable drainage, improve biodiversity, and support people's health and wellbeing.

Two urban neighbourhood areas have been considered in more detail as they are part existing with new infrastructure planned for delivery within the timeframe of this Plan. These are Belmont Urban Village and environs, and Ross Abbey Neighbourhood and environs.

The concentric city approach also envisages future neighbourhoods as indicated in Figure 6-9. This includes the Newrath neighbourhood area. Development of these future neighbourhoods would be in tandem with provision of the necessary road and service infrastructure for future population growth beyond the lifetime of this Plan.

Each neighbourhood should have a distinctive identity and sense of place.

For Belmont Urban Village, this will be created by a combination of old and new, with a sense of arrival from the surrounding area. Replacing the existing 'road infrastructure' with an urban street layout is required to create the heart of the village, with side streets and lane ways stitching together the surrounding neighbourhoods. The existing built heritage and landscape features can contribute to the overall legibility of the urban village.

The Ross Abbey neighbourhood is part completed, mainly with single and two storey housing estates. The quality of this area is the proximity to natural landscape and open space. The Plan is to create a more legible urban street layout, with 2-4 storey building heights subject to landscape quality.

## Belmont Urban Village and Environs

This Plan aims to create an urban village in the Ferrybank area. The area stretching from the Waterford CCC boundary (St. Mary's School, Ferrybank Shopping Centre & Library) north-eastwards to the Aldi shop at Belmont, will act as a 'Main Street', and focal point for the Plan area. This requires a mix of uses and community services, an attractive urban environment to pass the time in, that is easy to access by walking and cycling and is connected to and stitches together the surrounding area.

The location of the library and Kilkenny County Council Area Office adjacent to existing community facilities such as the schools, church, primary care building, shops and services, creates a cluster of community infrastructure serving the whole Ferrybank-Abbeylands area. However, there are gaps with vacant lands and buildings such as the Ferrybank Shopping centre.,.

The existing Ferrybank Shopping Centre building provides the opportunity to introduce a mix of uses to help consolidate this area as the heart of the Ferrybank area. As part of the public consultation process there was an identified need within the community for a community centre to allow for community gatherings and activity larger than existing facilities. An objective is included (SC2) to provide for a community centre as the vacant centre is developed. This is an optimum location for such a centre, given local footfall as well as existing and future public transport access.

The redesignation of Belmont Road as a regional road, the R711, allows the opportunity to provide for sustainable transport modes and place making attributes. The objective is that Belmont Road/ R711 including the existing large roundabouts should be transformed to become a cohesive 'Urban Village' with active frontages and a mix of uses. The existing large roundabouts are inappropriate for an urban village and reconfiguration should be assessed in terms of active travel and movement incorporating adjacent planned infrastructure projects (see relevant objectives BUV1 and BUV2).

The height and scale of buildings along this main street should be between 3-4 storey, with a mix of uses

### Objectives for Belmont Urban Village

- A strong and continuous building line, with building heights of 3-4 storeys
- To create an attractive traffic-calmed urban main street with pedestrian friendly spaces along the Belmont/Ross Road to encourage a sense of identity and a focal point for the community.
- To provide for sustainable patterns of movement, with priority for pedestrians, cyclists and public transport.
- To use urban design placemaking principles to contribute to the creation of a coherent and attractive street network with defined spaces including the parks, avenues, pocket parks and spaces that give people a sense of place.
- To sustain the mix of community uses in this area, including the library and public park, and increase this with other community-based uses, including leisure, sports, arts and culture.
- To create a local identity and sense of place with consistent high-quality urban design including architectural design, urban form, and public realm, using good quality materials and finishes throughout.
- 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.

Figures 6-14 to 6-16 are conceptual drawings indicating the urban design principles may be applied to the Belmont Urban Village to Abbey Road area to achieve the urban design objectives. **In practice, the urban village will incorporate existing buildings, uses and other constraints.**



Figure 6-14 Indicative Urban Block Plan (Source: Scott Tallon Walker)



Figure 6-15 Artist's Impression of suggested Belmont Urban Village (Source: Scott Tallon Walker)

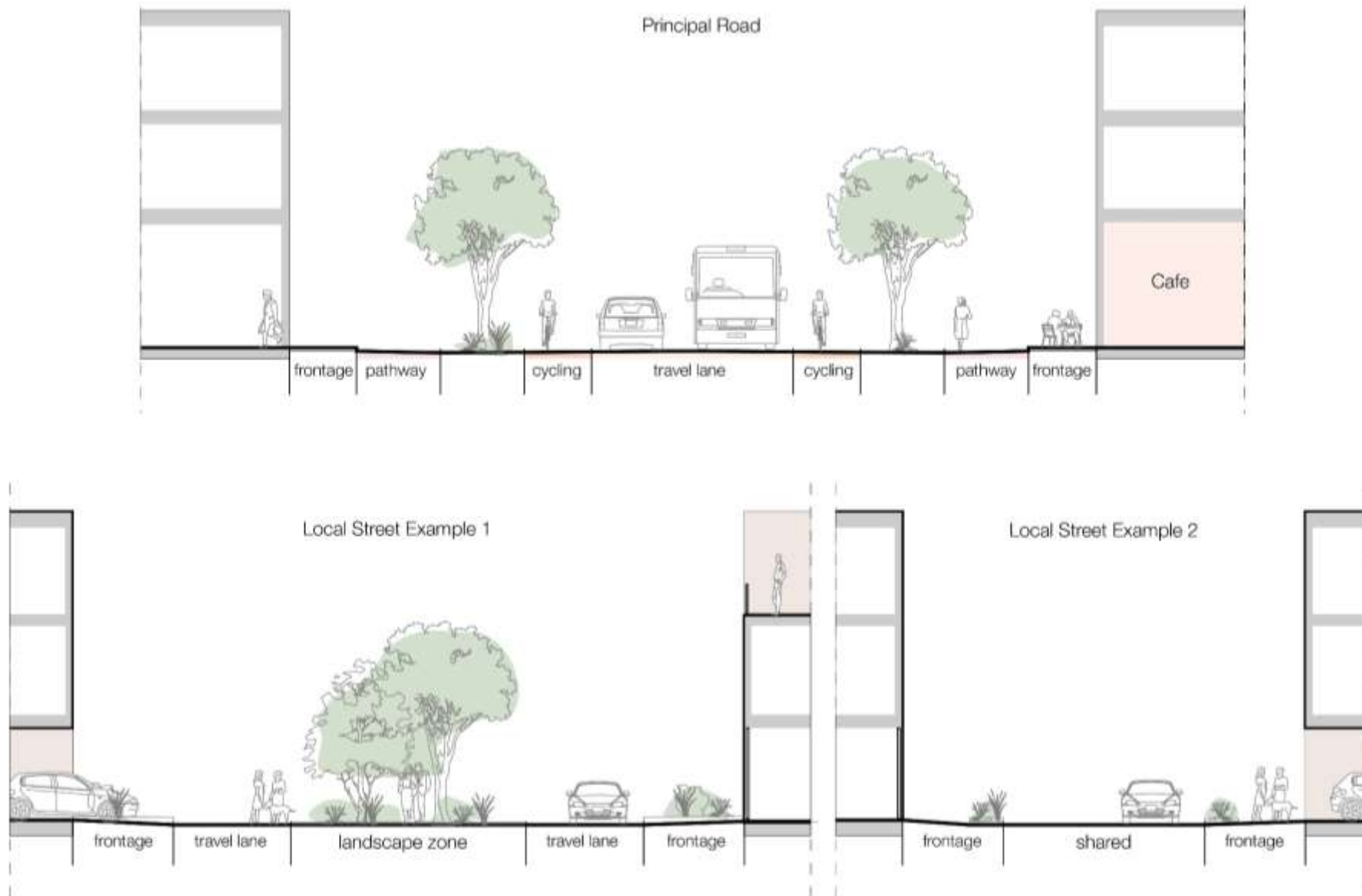


Figure 6-16 Indicative Street Types (Source: Scott Tallon Walker)

**Ross Abbey Neighbourhood area**

The central area of the Ross Abbey Neighbourhood is around the junction of Abbey Park and Newtown Glen. This is currently a traffic roundabout with adjoining car-parking serving local retail units.

The proposed neighbourhood strategy is that the central area will be the main public transport node, and the main location for a mix of uses including local shops, cafes, creche etc.

A permeable urban block form is proposed with a mix of residential typologies, including 3-4 storey townhouses along tree-lined principal routes and to the urban edge, looking onto high quality landscape, and with 2-3 storey house types along the streets between.

The residential areas are to be medium density (min 35dph net site area) with higher residential density towards and in the mixed-use central area close to the transport node.

Figures 6-17 and 6-18 are conceptual drawings indicating the urban design principles may be applied to the Ross Abbey neighbourhood area to achieve the urban design objectives.

**Neighbourhood Guidelines for Ross Abbey**

As with Belmont village, the new plan is to provide a building line based on urban blocks, with active frontage and 3-4 storey building height lining main routes to create urban streets. This urban scale and sense of place can help reduce the speed of vehicles and support walkability. Focal points for small spaces and local services are required to provided human-scaled places. The new street network also ensures improved permeability for the neighbourhood reducing the need for and convenience of vehicles. The provision of services and activities around the neighbourhood central area reinforce community.

The housing has a variety of density, offering dwelling types for different needs, some with shared courtyards and gardens that provide a more compact typology.

Urban design principles are set out below which will contribute to the creation of a coherent and attractive urban layout. This will include:

- A strong and continuous building line, with building heights of 2-3 and 4 storeys along principal streets and 2-3 storey along other streets. Building line along the main street from the back of pavement should have a maximum distance of up to 3.0 metres to provide for external use e.g., café seating or for private residential amenity. Generally, buildings facing principal streets to be provided with off-street parking to rear.
- 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).
- 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.
- All residential parking is to be within the building footprint where possible, with perforated gates/ screening as part of the entrance area and to form part of the continuous street frontage. Private parking is to be provided to the rear of properties on the principal streets.



Figure 6-17 Artist's impression of Abbey Road at the existing roundabout towards east (Source: Scott Tallon Walker)



Figure 6-18 Artist's impression of proposed Ross Abbey Neighbourhood (Source: Scott Tallon Walker)

## 6.5 Development Strategy and Urban Design Objectives

### General

**DSUD1** Adopt a sequential approach to residential development.

**DSUD2** Require residential density in the Belmont Urban Village appropriate to the local neighbourhood nodes and in the vicinity of the future BusConnects corridors in accordance with Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities.

**DSUD3** Encourage the provision of a suitable range of housing types and sizes to facilitate the changing demographics of the Plan area.

**DSUD4** Ensure that services and utilities for new residential developments are provided concurrently with the construction of those dwellings.

**DSUD5** Promote a high standard of urban and architectural design within new residential developments and incorporate high quality public realm and architecture based on active movement.

**DSUD6** Apply the Design Manual for Urban Roads and Streets (DMURS) and Urban Design principles to ensure the creation of cohesive and attractive urban spaces.

**DSUD7** Retain existing trees where possible and ensure extensive new tree planting integrated into landscaping proposals for development schemes. In addition, increase the extent of tree cover across the area, with new native tree planting to achieve minimum 30 percent tree canopy cover.

**DSUD8** Apply nature-based solutions with natural landscape, rain gardens, swales and biodiversity enhancement, as part of an overall water management strategy. Relevant policy and guidance documents with regards to nature-based solutions to be applied in both new and existing developments.

- Implementation of Urban Nature-based Solutions- Guidance Document for Planners, Developers and Developer Agents. (LAWPRP, KCC and Uisce Eireann)
- Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas. Water Sensitive Urban Design. Best Practise Interim Guidance Document. (DHLGH)

- Rainwater Management Plans- Guidance for Local Authorities. (DHLGH)

**DSUD9** Create a local identity with consistent high-quality urban design including architectural design, urban form, and public realm, using good quality materials and finishes throughout.

**DSUD10** Use urban design placemaking principles to contribute to the creation of a coherent and attractive street network with defined spaces including the parks, avenues, pocket parks and spaces that give people a sense of place.

**DSUD11** Ensure developments contribute to improving the permeability and connectivity of the area.

**DSUD12** Require a strong and continuous building line, with building heights of 3-4 storeys along principal streets and 2-3 storey along other streets.

**DSUD13** Integrate residential parking within the building footprint where possible, with perforated gates/ screening as part of the entrance area and to form part of the continuous street frontage. Private parking is to be provided to the rear of properties on the principal streets.

**DSUD14** Require developers to conduct thorough assessments of the site's historical, cultural, and natural heritage.

**DSUD15** Encourage architectural diversity within the context of the area's identity, ensuring that new buildings do not overshadow or conflict with important historical or cultural features.

**DSUD16** Avoid demolition or significant alterations of heritage assets.

### Belmont Urban Village

**BUV1** Redesign Belmont Road to facilitate an active travel movement and to create an attractive public space through an enhancement scheme.

**BUV2** Seek provide a consistent building line and active frontage on Belmont Road, through infill and activating frontages of existing and future buildings, consistent with an urban village approach.

**BUV3** Reconfigure the junction of Aldi to optimise the safe and direct movement of pedestrians and cyclists through these junctions, whilst also balancing the needs of all road users.

**BUV4** Reconfigure the Ferrybank Primary Care Centre/shopping centre junction to optimise the safe and direct movement of pedestrians and cyclists through these junctions, whilst also balancing the needs of all road users.

### **Ross Abbey Neighbourhood**

**RAN1** Maintain the high value landscape as an asset for the quality of place and residential amenity. Thus, a careful and respectful relationship between new development and existing nature is required.

**RAN2** Redesign the junction on Abbey Road, the junction at Tesco, to optimise the safe and direct movement of pedestrians and cyclists through these junctions, whilst also balancing the needs of all road users.

### **Belview Port**

**BP1** Protect the residential amenity of residences in proximity to Belview Port. It should be noted that although existing residential amenity is protected, it is important that there is no net increase in residential development in this area.

**BP2** Preserve the natural heritage to support local biodiversity, climate resilience and cultural identity.

### **Grannagh Castle**

**GC1** Implement best practice landscaping measures to preserve the landscape and maintain a natural buffer between the protected structure of Grannagh Castle and the industrial buildings to the west.

## 7.0 Economic Development and Retail

### 7.1 Introduction and economic strategy

#### 7.1.1 Employment Context

Census 2022 does not detail employment at the Electoral District level for Ferrybank. The Updated Draft Revised NPF's appendix provides employment data for key settlements. Waterford City and Suburbs, including County Waterford and County Kilkenny, show a population of 60,079, 25,666 resident workers, and 27,704 total jobs, giving a job-to-worker ratio of 1.08.

Ferrybank's population in the 2022 Census was 5,766, representing 9.5% of the total population of 60,709. **If this proportion is applied to the resident workers and jobs figures, County Kilkenny would have 2,438 resident workers and 2,632 jobs in the Ferrybank area.**

The Kilkenny CDP's Economic Strategy highlights key industries for future economic development and employment growth:

- ❖ Financial Services
- ❖ Technology
- ❖ Manufacturing
- ❖ Agriculture & Food
- ❖ Creative Industries
- ❖ Tourism & Hospitality (See Section 5.4 Tourism)
- ❖ Third Level Education

Retail is also considered a key sector for the economy, particularly for promoting the vitality and viability of town centres.<sup>9</sup>

The opening of the Ferrybank Shopping Centre, as well as businesses within the North Quays development, can be expected to result in a growth in the number of people employed in 'Retail, Tourism and Services' in the area.

<sup>9</sup> Kilkenny City and County Development Plan 2021-2027, page 51

The Plan area contains various industries and enterprises distributed across Belview, Christendom, and Grannagh. The Belview Port area and its associated industries contribute to the economic activity in the South-East region. Located approximately 5km east of Waterford City Centre, the Kilkenny CDP has identified Belview Port as a suitable site for large-scale industries and manufacturing companies. The area is projected to become a significant economic hub as the port undergoes expansion and development (See Chapter 8: Belview Industrial Area).

### 7.2 Assessment of Existing Employment Sites and New Potential Jobs

#### 7.2.1 Belview Economic Zone

##### Belview Port

Belview Port area is discussed in detail in Chapter 8. The lands in and around the Port area include several different businesses. In terms of employment there are approximately 632 people employed in the Port area. Proposed zoning for the Belview Port area is discussed in Chapter 8.

Business	Jobs
Port of Waterford Company	632 <sup>10</sup>
Target Fertilisers	
Marina Point	
Southeast Port Services Ltd	
Signode Ireland	
Mima Packaging System	
Store-All Logistics	
DFDS Waterford	
Glanway	
Suir Shipping	

<sup>10</sup> Port of Waterford Economic Study 2018 (latest data)

Smartply Europe	
Wilson Salt Ireland	
Seedtech	
O'Brien Cement	

**IDA lands**

The Industrial Development Agency (IDA) own a strategic site in Belview. In 2013, Glanbia (now Tirlán) were granted permission for a new dairy processing and manufacturing facility on IDA owned lands which opened in 2015, and they now own their site. Kilkenny Cheese have recently developed the site to the south of Tirlán on IDA lands.

Business	Jobs
Tirlán	104
Kilkenny Cheese	89

**7.2.2 Christendom**

The development of the Christendom Industrial area began in the 1920's with the opening of the Clover Meats. Clover Meats ceased trading in 1984, but the area is still home to many other foods processing industries, including ABP, Waterford Proteins and Trans Stock (which is a Seveso site, see Chapter 13 Infrastructure).

Business	Jobs
ABP Food Group Kilkenny	310
Waterford Proteins	30
Trans Stock	28

The food processing industries are unlikely to relocate during this Plan's duration. However, further industrial expansion is not desirable here, as Waterford MASP aims to develop as a concentric city. The lands with food

processing plants remain zoned for Business, Enterprise, and Technology Parks to allow existing use. Businesses seeking redevelopment or expansion should consult with the Planning Department. Major new operations or zoning extensions for expansion are discouraged.

**7.2.3 Grannagh**

The Grannagh cluster is in the west of the Plan area, at Ballygriffin. The area developed as an industrial cluster given its history of the papermills at this location. These lands are currently occupied by a variety of uses including Dawn Meats, occupying the largest share of land. This area also has the Grannagh Business Complex, which is a large multi-purpose building fronting the N24.

Business	Jobs
Dawn Meats	450
Grannagh Business Complex	100 (est.)

The previous LAP noted that there will be no standalone retail units permitted at this location but may be permitted as an ancillary to a primary use. The zoning for these lands has been maintained as Business, Enterprise and Technology Park for the current Plan period.

**7.2.4 Abbeylands Business Park**

Abbeylands Business Park is located on Abbey Road. This area contains a mix of uses, including SP Heat Transfer and Slieverue Tyres.

Business	Jobs
SP Heat Transfer	6
Slieverue Tyres	3
Emmet Lyons Auto	3

The uses in this area should be mainly business, industry and technology, and therefore this area is zoned for Business, Enterprise and Technology Park.

**7.2.5 Retail**

It is an objective of the KCCDP to prepare a joint retail strategy for the greater Waterford area with Waterford City and County council (WCCC) as the lead authority. The joint retail strategy has been formally adopted into the WCCC development plan by way of variation. The conclusions that impact on Ferrybank/Belview are as follows:

- Ferrybank is designated as a Tier 2 “District Centre”.
- That the utilisation of vacant floorspace in Ferrybank shopping centre is the most sustainable way to meet the retail needs of the local population in Ferrybank/Belview.
- That if convenience floorspace is not delivered in Ferrybank Shopping Centre over the plan period then the spatial extent of the District Centre should be reviewed.

**Ferrybank Shopping Centre**

The Ferrybank Shopping Centre was constructed in 2009, but other than the library and Council Area Office, has not been occupied. The Kilkenny CDP designated Ferrybank as a Level 2 “District Centre”. It is also designated as a Level 2 Sub Regional District/Suburban Centre within the retail strategy of the Waterford CDP. This designation is confirmed in the proposed joint Retail Strategy undertaken by both local authorities.

The Ferrybank Shopping Centre has planning permissions<sup>11</sup> for a total of approximately 4,500 sq. m convenience and 4,300 sq. m comparison net retail area<sup>12</sup>. The total permitted gross floorspace of the Shopping Centre is

34,289 sq. m. This is permitted as a mixed-use development, which can contain 6,361 sqm of office space.

The Ferrybank Shopping Centre building could be utilised and/or repurposed for a range of other uses including but not limited to offices, education, enterprise, student accommodation and/or residential, or community use. A key aim must be to ensure the building is brought into use rather than being left vacant.

It is noted that as of 1<sup>st</sup> July 2025, an application for planning permission has been submitted in relation to the Ferrybank Shopping Centre to include change of use, amalgamation of units to create a new large single level anchor unit (7,558 sq. m.), with leisure use at first floor<sup>13</sup>.

Several other retailers are in the Ferrybank area, including Aldi, and the Ferrybank Primary Care centre which includes Mulligan’s Pharmacy.

**Neighbourhood centres**

Ross Abbey was developed, intended to serve Rathculiheen with local retail services. Completed in 2008, it features a food anchor unit, additional retail units, a coffee shop, and leisure centre, with tenants like Mr Price and Tesco Express. Zoning for community/service facilities such as incubator units, crèche, or nursing home remains to encourage further development.

**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<sup>14</sup> and aligned with the preferred location for new retail development as outlined below in 7.2.6. A further neighbourhood centre is planned at Rockshire Rd/Newrath in future iterations of the development plan.

<sup>11</sup> Relevant planning history includes 05/1287, 06/2010, 07/1420, 14/4, 14/189/Appeal Reference PL10.243661, 16/883-PL10.248928

<sup>12</sup> 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.

<sup>13</sup> Planning application reference 25/60402 Kilkenny County Council

<sup>14</sup> 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 is already permitted in the Plan area at present. There may be a need for small convenience shops, however these can be accommodated within proposed residential zones. The District Centre zoning for Ferrybank Shopping Centre will be reviewed in accordance with the emerging pattern of uses over the lifetime of the Plan to ensure sufficient provision of retail development.

**7.2.6 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 the neighbourhood centre at Ross Abbey.
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. The Kilkenny CDP requires that a Retail Impact Assessment will be required for development which features proposals of greater than 500 sq. m of net retail floorspace in all other settlements (outside Kilkenny City), including extensions to existing units<sup>15</sup>.

<sup>15</sup> Kilkenny County Development Plan 2021-2027, page 71

**7.3 Assessment of New Potential Employment Sites, County Waterford**

**Waterford North Quays**

An active existing planning permission is in place for the Waterford North Quays development (WCCC Planning Reference 2460304) The development will consist of a mixed-use development which will be the first phase of the development of the SDZ lands. The Phase 1 development includes 9 blocks with a total gross floor area (GFA) of 60,579sqm (64,953sqm including undercroft and basement car parks (4,374sqm)). The development includes residential (350 apartments), hotel (165 beds), offices (8,949sqm GFA), apart-hotel (165 suites) and retail, food and beverage commercial uses and all associated site and development works, including temporary car parking on the eastern (370 spaces) and western (195 spaces) part of the site which will be developed in later phases.

It is noted that the proposed Waterford North Quays SDZ include detail on future phases (Phase 2, 3A and 3B as shown in Figure 7.2) that may include substantial retail, food and beverage, and enterprise/employment, tourism components <sup>16</sup>.



Figure 7-1 Future phases of Waterford North Quays development (Source Waterford North Quays (Phase 1) Planning Application Report

<sup>16</sup> Waterford North Quays (Phase 1) Planning Application report, May 2024 via WCCC Planning Portal.

#### 7.4 Economic Development and Retail Objectives

**EDR1** Restrict retailing permission within the Business, Enterprise and Technology Park zoning for use ancillary to the main use only.

**EDR2** To implement the recommendations and Objectives of the Joint Retail Strategy (JRS) for the Waterford City Metropolitan Area

**EDR3** No further significant retail development will be allowed over and above that permitted within the Plan area until the permitted retail use in the shopping centre is utilised.

**EDR4** Appropriate broader mixed-use development and community use at Ferrybank Shopping Centre will be supported by the Council to enable full activation of this building during the lifetime of the Plan.

**EDR5** Within 18 months of the adoption of this plan a review of the District Centre zoning will be carried out to ensure Ferrybank/Belview has a sufficient retail activity permitted or planned commensurate with its population.

## 8.0 Belview Economic Zone

The County Development Plan recognises the importance of the port at Belview and industrial area in the national, regional, and local context. The Plan supports the sustainable development of Belview as a key strategic asset for Kilkenny and the Southeast Waterford City region. Continued growth of port activities can increase employment opportunities in the wider area.

### 8.1 Facility Overview

Port of Waterford is a nationally significant infrastructural asset, recognised as a Tier 2 Port under the National Ports Policy and a Comprehensive Port on the Ten-T Network. Belview Port, its operational hub, is Ireland's nearest multi-modal port to Europe and is within two hours of major cities, serving 70% of Ireland's population.

As per the National Ports Policy 2013, Tier 2 ports:

- have the clear, demonstrable potential to handle higher volumes of containerised traffic, and
- have the existing transport links to serve a wider, national marketplace beyond their immediate region.

The port enjoys excellent connectivity to both national roads and rail networks.

### 8.2 Area Profile

Waterford Port Company is the commercial state company responsible for the operation and development of the port. The Waterford Port Company has prepared a masterplan setting out the strategic vision to position the port as the preferred cargo gateway for the South East region. The Port is situated in a very strategic location with access via roads and rail to many parts of the country, which sets the port as an important driver and facilitator of economic activity in the region and beyond.

The Port can be reached via the N29, which links to the N25 (Euro route 30) and connects to Ferrybank via the R711 to the west. A railway line runs

along the southern boundary of the site, while the South East Greenway is situated to the north.

Belview Port is the nearest major Irish port to mainland Europe providing a saving to shippers of both time and fuel while being a natural hub for the integration of port, shipping, road, and rail freight services. It is located within two hours of the major cities and 70% of the population of Ireland.

### 8.3 National and Local Policy Context

The First Revision to the National Planning Framework (May 2024) contains National Policy Objectives that seek to ensure the strategic development requirements of Tier 1 and Tier 2 ports are addressed through regional and local development plans, including infrastructure to effectively support the development and maintenance of offshore renewable electricity generating developments.

The *National Marine Planning Framework (NMPF)* supports the strategic development of ports in line with approved master/strategic plans and supports investment in the land-based and coastal infrastructure that is necessary to establish and maintain an indigenous Offshore Renewable Energy sector (ORE).

This plan seeks to position the Port of Waterford and surrounding enterprise area at Belview to capitalise on the potential of the ORE sector. The Kilkenny CDP and the Waterford CDP identify Belview Port as being of strategic national, regional and county importance with good road and rail links, and as a strategic employment Location.

The Kilkenny CDP notes, that albeit located in Kilkenny, Belview Port will be developed as part of an agreed Waterford Metropolitan Strategy, as the area is included in the Waterford MASP. The Kilkenny CDP acknowledges the presence of a significant industrial hinterland including the IDA's 55 ha Strategic Industrial landbank, also notes that one of the main priorities for the port's expansion is the attraction of FDI.

The strategic masterplan for the port identifies the need for further additional land and facilities to support port activity. The Kilkenny CDP further supports

the Port of Waterford in the development of port facilities at Belview as outlined in the strategic masterplan<sup>17</sup>

#### 8.4 Future of Belview Economic Zone

As identified in the City & County Development Plan five sectors are identified for specific development initiatives. Two of which; Agri-Food and Life Sciences (including Pharma) relate to Belview. This Plan aims to facilitate the development of these sectors in Belview. This Plan 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 Port of Waterford is currently developing infrastructure to facilitate the deployment of Offshore Renewable Energy (ORE) and has engaged with Maritime Area Regulatory Authority (MARA) to secure Maritime Area Consent and with An Bord Pleanála for permission to construct a 250 extension to the existing wharves at the Container / Bulk Handling Terminal.

This quay extension and the 2ha on quay storage will facilitate the servicing of ORE developments. This quay extension was identified as part of the Port of Waterford Masterplan 2020 – 2044 published in October 2020.

It is the ambition of the Port of Waterford to become a transactional ORE port for the South-East coast which will facilitate the Offshore renewable sector in terms of construction support, transportation of ORE components and the maintenance of offshore wind farms. This objective is supported by Kilkenny County Council.

#### 8.5 Energy Centre of Excellence

A significant opportunity for Belview Port and in turn the wider region, is the development of an energy centre of excellence, leveraging the envisaged increase in clean energy from wind farms off Ireland's south coast. This energy park, which could include data centre use, would likely be a very attractive offering given the Port's strategic location. This would make use of the planned increase in clean energy from wind farms located offshore to the currently gas-fired Great Island Power Station. To facilitate this an

upgrade of the electrical transmission infrastructure between the Port and Great Island would be required.

The required upgrade is highlighted in Eirgrid/SONI's Shaping Our Electricity Future Roadmap which identifies Great Island as a Renewables Hub, with associated infrastructure upgrades to the west (Figure 8.1). Incentivising nearby Large Energy User (LEU) demand is thought to be an opportunity for the area to make use of abundant renewable energy resources<sup>18</sup>.

<sup>17</sup> [Master Plan - Port of Waterford](#)

<sup>18</sup> Shaping Our Electricity Future Version 1.1 Roadmap, Eirgrid/SONI, 2023

Figure 6: Map of Ireland and Northern Ireland detailing reinforcements

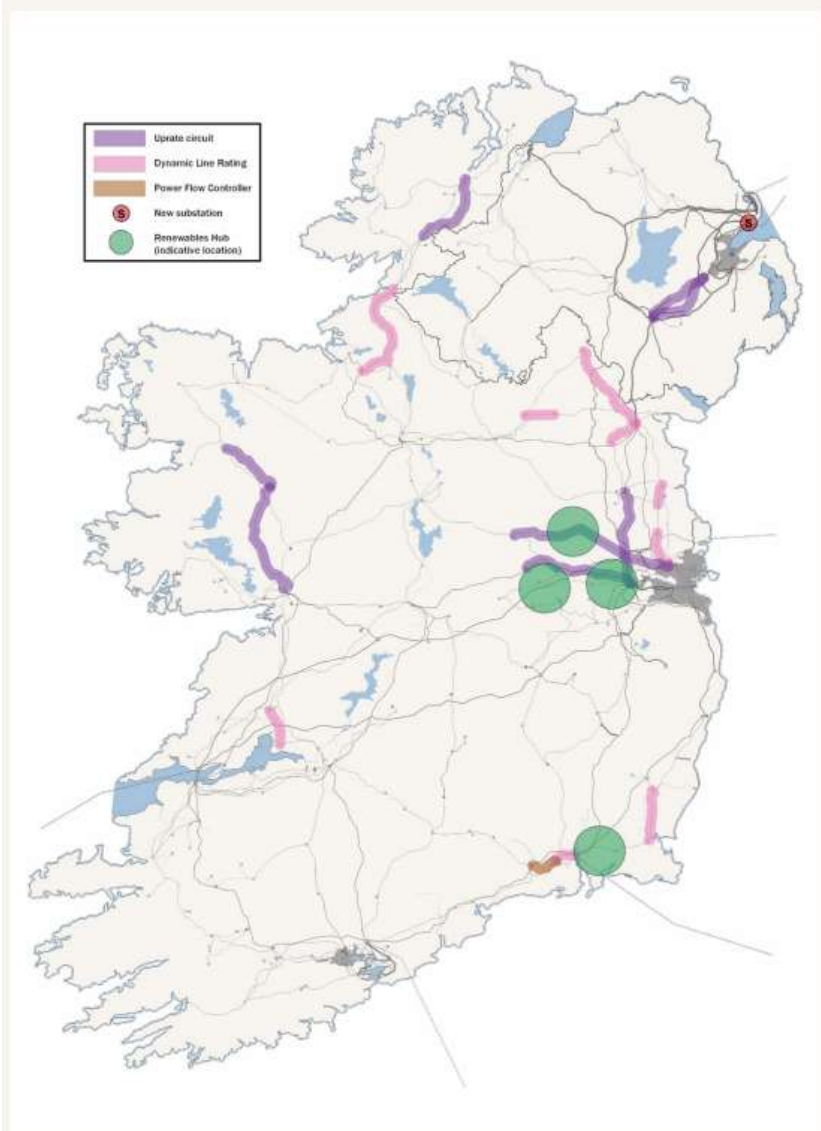


Figure 8-1 Detail illustrating locations of Renewables Hubs (Source: Eirgrid/SONI Shaping our Electricity Future Roadmap, 2023)

### 8.6 Appropriate Zonings

This Plan provides two related employment/ economic development zoning designations for Belview and the port:

- Business, Enterprise and Technology Parks (BETP),
- Port Facilities and Industry (PFI).

These zones, within the Plan study area, will facilitate the development and expansion of port facilities and associated industries and the development of an energy centre of excellence associated with the Offshore Renewable Energy (ORE) sector.

Proposed zoning for Belview Port area is identified on Figure 5-4 Draft Zoning Map.

#### Business Enterprise and Technology Parks (BETP)

Objective: To facilitate the development and expansion of business, enterprise and technology, with no large-scale office use allowed.

Permissible Uses: Cafe, Car Park, Childcare Facilities (crèche/nursery), Enterprise Centre / Campus Industry, Data Centre, Energy Park, 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, Playground, Public House, Restaurant, Service/Petrol Station, Battery/ Energy Storage, Recycling Centre (bottle banks, etc), Utility and Electricity Infrastructure.

#### Port Facilities and Industry (PFI)

Objective: To provide for light industry, technology and the expansion of port and ORE related activity. Existing residences should be appropriately screened and buffered in any development application.

Permissible Uses: Car/Truck Park, industry (General Industrial use), Industry (Light), Port related office, Construction Support, Data Centre, Energy Park, Operations and Maintenance facilities supporting the ORE industry open space, park and ride facility, silos and storage areas, storage tanks including bulk liquid storage and general warehousing, wholesale/warehousing.

Open for consideration: Battery/energy storage, electricity transmission infrastructure, 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 outlet<sup>19</sup>, water based recreational cultural activities. Utility and Electricity Infrastructure.

Development Objective BPIA4A and BPIA4B in relation to Knockmullan House and the Glasshouse is to be considered in any future development proposals within the lifetime of the Plan.

**Residential Amenity Belview (RAB)**

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 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).

Existing residences in the Belview area will be protected. 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 in proximity the IDA lands.

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.

**Other Networks and Basic Infrastructure / Utility**

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

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, Utility and Electricity Infrastructure.

**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 8.2, Natural Heritage. It is important that these features remain protected. Accordingly, this Plan has zoned significant areas of passive open space in proximity to the Port, including landscape belts and a riverside walkway (See Figure 5.5, Development Objectives).

**Objective:** To provide and improve recreational open space.

Permissible Uses: 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, Leisure and associated structures, Water-based Recreational / Cultural Activities.

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

<sup>19</sup> Net sales area of not more than 100sqm

### **The Glass House**

The Glass House is an important structure both for its architectural qualities and its very early historic associations with Irish glass making and its connection with the Penrose Family (Waterford Crystal). It is an objective of the Planning Authority to seek the retention of the existing structures in accordance with best conservation practice. It is the policy of Kilkenny County Council to permit appropriate uses on the site subject to the retention of the features of the garden, the integration of the proposal with its character and the adoption of a woodland management plan

### **Knockmullan House**

While it is understood the dwelling is unoccupied and of little architectural value, the gardens at Knockmullan contain significant mature woodland, with a high amenity value. It is proposed to retain the existing gardens, and to allow appropriate uses on the site. The gardens could accommodate several well-sited buildings without losing their inherent character, and these might include offices or other use related to port activities including accommodation and catering facilities. Development of the site will be subject to the adoption of a suitable management agreement to protect and sustain the woodland and specimen trees within the area. These sites are suited to 'clean' operations including office, administration, catering, accommodation uses etc. It is the policy of Kilkenny County Council to permit appropriate uses on the site of Knockmullan Gardens subject to the retention of the features of the garden, the integration of the proposal with its character and the adoption of a woodland management plan.

Further development objectives for the Belview area include:

### **Belvue Country House**

Belvue Country House, which is a protected structure (C480g see Technical Appendix). A development objective (BPIA5) has been included for this site to ensure development will only be permitted where the development includes securing the future of Belvue House's upstanding remains, including the associated walled garden and outbuildings.

### **Gorteens Castle**

Gorteens Castle, which is a recorded monument (RMP KK047-001----) and protected structure (C659 see Technical Appendix), located at a prominent site at the junction of the N29 and the road to Glanbia. All that remains upstanding is the gatehouse, it is in a ruinous state and in need of conservation. Given the likely considerable underground medieval remains, open space zoning will be most appropriate.

### **Transport connections**

The disused railway (Waterford to New Ross) line runs through the Belview area and is currently being redeveloped as the South-east Greenway, see Chapter 12 Movement and Active Travel. This greenway 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 could be at the junction of the N29 and the South-East Greenway (see Chapter 12).

### **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.

### **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.

### **IDA lands**

The Industrial Development Agency (IDA) own a strategic site in Belview. In 2013, Glanbia (now Tirlán) were granted permission for a new dairy processing and manufacturing facility on IDA owned lands which opened in 2015, and they now own their site. Kilkenny Cheese have recently developed the site to the south of Tirlán on IDA lands. As part of the IDA

strategy for the Belview area and building on the successful development of nearby sites.

Lack of access to this IDA site has hindered development and has been the subject of a relevant planning application by the IDA. It is envisaged that road access would be from the north via the N25 and L3412 (Abbey Road), with a feasibility study required to identify the optimum road access. The zoning for this site is BETP to facilitate development but to preclude heavy industry, given nearby residential areas at Gyles Quay. Large scale office use/ would not be permissible here.

### 8.7 Belview Port and Industrial Area Objectives

**BPIA1** Support the Belview Port’s wider role as a multi-modal port and economic driver for the South-East.

**BPIA2** Support the sustainable delivery of port and harbour infrastructure to facilitate the development, maintenance and operation of offshore renewable electricity (ORE) generating developments.

**BPIA3** Ensure that further development of Belview Port does not have an undue impact on natural and built heritage, or residential amenity.

**BPIA4A** Permit appropriate uses on the site of Glasshouse subject to the retention of the ruins in accordance with conservation best practice and, the integration of the proposal with its character, and the adoption of a woodland management plan.

**BPIA4B** Permit appropriate uses on the site of Knockmullan House subject to the retention of the features of the garden, the integration of the proposal with its character, and the adoption of a woodland management plan.

**BPIA5** Ensure any development of Belview House secures the future of the walled garden and outbuildings.

**BPIA6** Work in conjunction with Uisce Éireann 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.

**BPIA7** Work with TII to implement KCC CDP objectives with regards to the N29/Port Road (see section 15.2.3).

**BPIA8** Provide access to the IDA lands with an upgrade to the existing local road (the L3412) in cooperation with the IDA.

**BPIA9** Work with TII to investigate the feasibility of providing dedicated Active Travel links from the SE Greenway at Ballyvalla in the short-medium term and a future N29 Active Travel route in the longer-term.

### 8.8 Belview Industrial Area Development Management Standards

BIA-DM1 Encourage appropriate screening of future developments in the Belview Industrial area. The following principles will be applied:

- Existing woodlands and hedgerows must be retained and incorporated wherever feasible.
- 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.
- Applications for development will be assessed on a case by case basis with respect to landscaping principles.

## 9.0 Communities

### 9.1 Introduction

Community and Social Infrastructure includes a wide range of services and facilities that contribute to quality of life within an area. It is part of the key fabric of an area, not just in terms of wellbeing, but also in terms of creating a sense of place for the population within an area and forms part of the local identity. As part of the preparation of this settlement plan an audit of social and community infrastructure was carried out. The extent of facilities and services identified, falls outside of the Plan boundary into the Ferrybank central area within the Co. Waterford administrative boundary (see Figure 9-1).

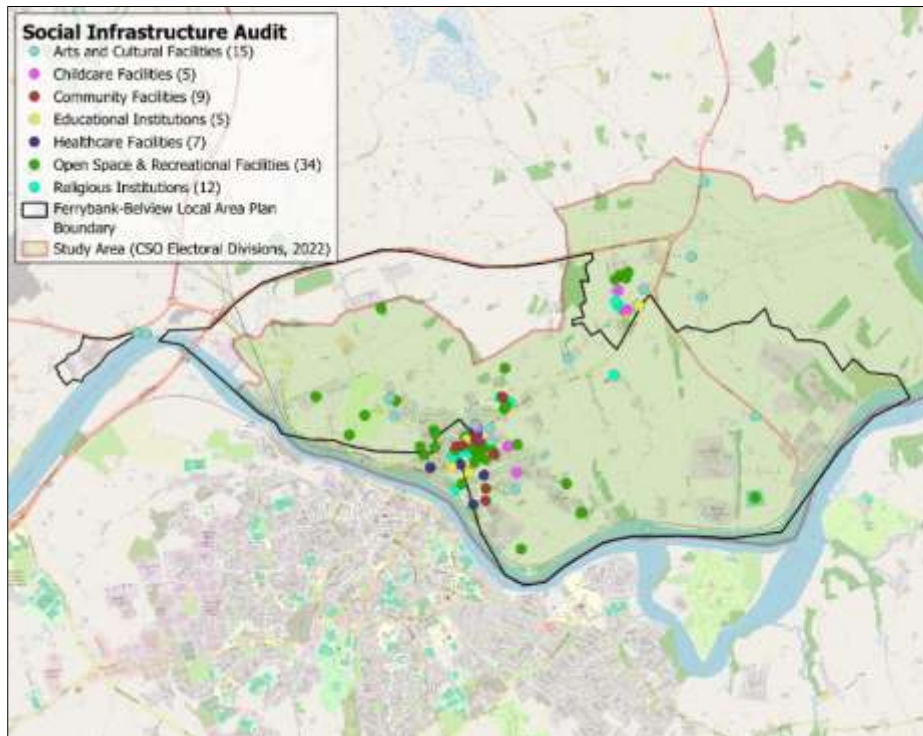


Figure 9-1 Existing Community and Social Infrastructure within the Plan study area (Source: KPMG Future Analytics)

As noted, majority of the social and community infrastructure is concentrated closer to the Ferrybank central area, and a portion of this area falls within the Co. Waterford administrative boundary. There is another small cluster of services and facilities to the north east of the Plan boundary (in Slieverue), which consists of a mix of religious, childcare, arts and culture facilities alongside open space and recreational facilities.

The Plan area has a certain mix of facilities, including, art and cultural facilities, childcare facilities, several open space and recreational facilities, community, education, and religious facilities.

### 9.2 Social Inclusion

Social inclusion is an important strand of urban planning and planning can facilitate more socially inclusive societies through increased focus on integration and greater accessibility. This plan supports development of a network of sustainable and inclusive neighbourhoods that can cater to all age groups, is in line with universal design standards and offers quality of opportunity and access to good services to all.

This Plan supports a socially inclusive society, through the provision of appropriate community infrastructure, easily accessible to communities and that is designed appropriately for accessibility and ease of use for all.

The Kilkenny CDP highlights the importance of positive ageing and states that the Council will support the actions in the current Kilkenny Age Friendly Strategy 2017-2022 in relation to:

“...implementation of Age Friendly principles in the planning, design and delivery of physical infrastructure, public realm works, business and commercial premises as resources permit”.<sup>20</sup>

An increasing number of towns in Ireland are pursuing autism friendly town accreditation through engagement with AsIAM, Ireland’s autism charity, with over 30 towns now designated as autism friendly communities. Waterford city is now aiming to become Ireland’s first autism friendly city.

### 9.3 Community Facilities

The audit identified that the Plan area has a total of 26 facilities that broadly fall within the community facilities use (further detail is provided in the Technical Appendix).

#### 9.3.1 Community Centres

There are currently three facilities that can be termed as a community centre or meeting hall. This includes the Hillsfield Community Centre, the Ferrybank Library in the Ferrybank District Centre, Ferrybank Parish Centre.

**Hillsfield Community Centre:** Hillsfield Community Centre is located off Belmont Road. The community centre also has a childcare centre ‘Ferryfun Childcare’ on the ground floor, which was opened in 2008. The meeting room has a capacity of no more than 50 people and lacks capacity for larger events and gatherings.

**Ferrybank Library:** Kilkenny County Council opened the library in the Ferrybank District Centre in 2012 and includes a community room of c. 50 sq. metres, with a seating capacity to accommodate around 30 people. This space is primarily used for community and library events within the local area.

**Ferrybank Parish Centre:** The Ferrybank Parish Centre, run by Ferrybank and Slieverue Parishes has a hall for small groups and activities, and does not provide sufficient capacity for events and a range of activities.

A further facility is located at Abbeylands Youth & Community Centre, however this is located in two converted houses and is fully occupied by the

[PACT Youth Justice Project](#) which works with young people between the ages of 12 and 18 who are at risk of or are involved in offending behaviour. As such this does not function as a community centre.

Ferrybank currently lacks a large, dedicated community centre to enable community gatherings as well as to facilitate local group meetings, acting as a hub and meeting place for the local community. It would be ideal if such a facility could cater for large gatherings, provide space for multiple workshops and classes, and a place for youth activities. This community centre, which could be located with a leisure centre might also function as a ‘Social Inclusion Hub’ which could be used for a variety of purposes such as a business incubation centre, wellness and community café. A facility such as this should be centrally located and easily accessible to as much of the community as possible.

This plan recommends that a location be identified for a community facility. Such a facility to be located close to transport corridors and to the Ferrybank District Centre area. (as identified on the draft zoning map). Provision of such infrastructure would be subject to the outcome of a feasibility study and business case, and relevant planning considerations.

#### 9.3.2 Healthcare Facilities

At present the Plan area is serviced by a total of seven healthcare facilities, and this includes two nursing homes – St Joseph’s and SignaCare Waterford. Engagement to inform this Plan suggested that extensive waiting lists existed for nursing homes places, and that nursing homes were providing services to a larger catchment area outside of the Plan study area.

Given this level of demand, and the closure of the Rockshire Care Centre in 2022, the provision of eldercare will need to be addressed (see SC6). Furthermore, demographic analysis suggests that the Plan area population has been ageing over the last intercensal period. Between 2016 and 2022 the experienced a significantly higher increase (approx.30%) of the older age population (older than 65) between 2016 and 2022, compared to c.21% in both County Waterford and County Kilkenny.

<sup>20</sup> Kilkenny City & County Development Plan Vol. 1 section 6.17.1

The HSE suggest that a standard primary care centre can serve a population of 10,000 to 20,000 people, dependent on resourcing. The CDP core strategy targets that the Plan area's population will increase from 5,766 people in 2022, to 7,608 by 2027.

Within the Ferrybank/Belview area the Keogh Practice usually have around three GPs working in the Ferrybank Primary Care Centre with capacity for 1-2 additional GPs. The area is also served by two pharmacies.

### Brothers of Charity

The Brothers of Charity is a large complex located in the grounds to the north of Belmont Road. There is also a protected structure, 'Belmont House' (Ref. C665). Currently there is a community-based group home on site which was opened in 1982 and provides residential and day services to persons with intellectual disability. This day service operates under the umbrella group of Cairdeas Services, with Parkside Services managing day services at a site in Waterford City and at Belmont. The site is of central importance to the Ferrybank area, containing a variety of community uses and has an attractive landscaped setting. Lands in the ownership of the Brothers of Charity have been zoned for Residential use in this Plan reflecting the zoning under the 2017 Local Area Plan.

### 9.3.3 Religious Facilities

A total of twelve religious facilities have been identified within the study area, with around four facilities located within the Plan area. This includes two cemeteries – Brothers of Charity Community Cemetery and Kilmurry Cemetery and two religious' facilities – a Parish and St. Michael's Catholic Church

## 9.4 Educational and Childcare facilities

Childcare and education facilities are considered a strategic social infrastructure requirement to enhance children's early learning experiences and encourage participation within society, specifically enabling access to employment, education, and social networks.

### 9.4.1 Childcare Facilities

National policy on childcare facilities is set out in the *Childcare Facilities Guidelines for Planning Authorities*<sup>21</sup>, with an aim to enhance the quality of childcare services for the community.

The Kilkenny CDP (section 6.13) provides detail on childcare and the policy of the Council with regards to facilitating the provision of childcare and early childhood facilities in a sustainable manner in appropriate locations

There are presently a total of five childcare facilities serving the Plan area, with a maximum enrolment of around 292 as per the latest TUSLA record in 2023.

Development Management requirements for childcare facilities are set out in Section 6.13.1.1 page 84 of the Kilkenny CDP. This plan supports the Waterford Learning City Plan.

### 9.4.2 Educational Facilities

The study area has a total of three schools – which includes two Primary and one Post Primary school. The Plan area has only one school, which is the Post Primary School – Abbey Community College. Two Primary Schools – St Mary's Boys National School (Scoil Mhuire) and the Good Counsel School for Girls are within the Ferrybank area, albeit both schools fall within the Co. Waterford administrative boundary.

Provision has previously been made for the expansion of the St Mary's Boys National School, with a zoning of c. 0.9 hectares immediately to the east of the existing school for community facilities. This site is in the ownership of Waterford City and County Council. Facilitating the expansion of St Mary's BNS at this location would provide additional capacity, and an opportunity to link the site to the Primary Health Care facility and car park to the east.

Abbey Community College was previously granted planning permission for a two-storey extension and redevelopment of the site, leading to an increase in its capacity to accommodate c. 1,000 students. It is noted that this college

<sup>21</sup> [gov - Childcare Facilities Guidelines \(www.gov.ie\)](http://www.gov.ie)

is now over-subscribed and with high demand for within Ferrybank and surrounding areas.

This Plan provides justification for additional zoning which could result in a population uplift above that provided for in the County Development Plan. Taking a long-term view of potential expansion for Ferrybank, additional school places has been identified (see zoning map fig 5.4).

**Primary:** Extra school capacity could be provided through the extension of existing facilities where possible. In the case of St Mary's Boy's School, an adjacent site of 0.9ha has been zoned for this purpose. In the context of potential and significant long term population growth materialising beyond the lifetime of this Plan, in conjunction with the Department of Education (DOE) the Council has identified the potential need for a further primary school facility. It is noted that the approximate size of each site could be 1.6 hectares.

**Post primary:** Extra school capacity could be provided through the extension of existing facilities, where possible. In the context of potential significant long term population growth materialising beyond the lifetime of this Plan, there is a need for a further post-primary school. (This would require a site of approximately 4.5ha.) This school should be centrally located, while avoiding generating additional town centre traffic.

This Plan has identified a potential location for a new 4.5ha co-located post primary and primary school, which is near the urban village, Bus Connects route corridors, and the future Ferrybank Relief Road.

The Department of Education anticipates that additional Special Education Needs (SEN) provision at both primary and post primary level will be required in the future and may result in schools requiring additional accommodation or space to meet this growing need. This Plan supports the provision of school accommodation for children and young people with special education needs.

Access to education opportunities and lifelong learning is supported along with key associated policy such as RSES RPO 186 Lifelong Learning and the SRA publication Towards a Learning Region (2022), Waterford MASP PO 23 - Lifelong Learning and the UNESCO Learning City Status for Waterford achieved in 2024.

## 9.5 Open Space and Recreational Facilities

A key aim of this Plan, as described in Chapter 5: Vision and Chapter 10: Heritage and Environment, is to protect the 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 Plan has zoned these areas Passive Open Space/Green Links/Biodiversity Conservation. This zoning ensures the preservation of these lands for possible future delivery as publicly accessible open space.

### Hierarchy of Open Space in Ferrybank/Belview

Recreational space is provided in parks of various sizes throughout the Plan area ranging from local parks down to smaller pocket parks, private gardens, as well as intensive recreational, amenity and community facilities. The standards to be applied in this Plan for the provision of open space are set out in chapter 8 of the City and County development Plan 2021- 2027.

### Public parks and Playgrounds

KCC has recently completed the development of the Ferrybank Neighbourhood Park which includes a playground. Only one housing development (Blackthorn Hills, Rockshire) in the plan area has a purpose-built playground.

With a step change in the scale of residential development within the study area comes an essential requirement for recreational facilities including parks and playgrounds. In the context of facilitating 10-minute neighbourhoods then each neighbourhood needs provision of local play facilities, sports facilities and access to open space. To serve the existing and new neighbourhoods several locations for provision of informal and formal outdoor space have been identified.

This includes:

- **Rockshire Road, the former Pitch and Putt site.** Development of this site as a public park could include formal play facilities as well as the provision of playing pitches and/or MUGA/skatepark facilities subject to site acquisition and a feasibility study. This site is 0.29ha.
- **Abbeylands to the north-east of Ross Abbey Neighbourhood Centre,** and to the south of the greenway corridor, which includes a

public open space with opportunity for play facilities, linking to the Belmont Road via a linear Park. This site is 4.42ha.

- **Abbey Road**, an existing informal green space which could be developed as a pocket park or playing pitch. This site is 2.1ha.

**Playing Pitches and Sports facilities**

Existing sports facilities in the Ferrybank area include Ferrybank A.F.C.'s soccer grounds located in Abbeylands, Ferrybank G.A.A. club are in Waterford's administrative area, adjoining the Plan boundary, this site is zoned as Open Space within Waterford CDP. 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 Plan. Existing facilities also include Waterford Golf Club located at Newrath, and this forms a significant land user with an area of 48.16ha.

The Clover Social Centre is in Christendom. With transfer of ownership to Kilkenny County Council, the redevelopment of the overall site for sports and amenity uses is being explored. A masterplan for the site has been commissioned and the first round of public consultation on potential uses has occurred.

Active recreational infrastructure must be developed in tandem with large scale residential development to ensure public facilities are provided commensurate with population growth.

The Department of education has indicated that an additional secondary school will be required to cater for an expanded Ferrybank which would ideally be co-located with a primary school, and with provision of public playing pitches.

As indicated above, a site has been indicated for a future new 4.5ha co-located post primary and primary school (shaded purple on Figure 9-2. Lands to the south of this location, shaded dark green on Figure 9-2, have been identified for Active Open Space. This location means the sporting facilities will be accessible from the school, public transport, existing and new residential areas, and the new greenway.

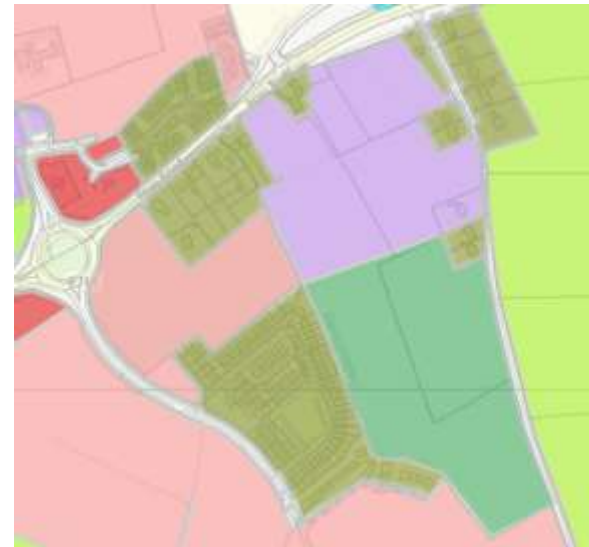


Figure 9-2 Proposed reservation of land for new first and second level education campus and public playing pitches (Source: KPMG Future Analytics)

Existing sports pitches at Ferrybank A.F.C. and Ferrybank G.A.A comprise 3.47ha. The Clover Social site is 4.0ha, while lands identified for active open space next to the proposed school site (Figure 9-2) comprise 5.5ha.

Given the strategic nature of the Plan study area and the need to provide recreation facilities commensurate with a balanced concentric city, it is considered prudent to identify sites for future recreational development over the next 10-15 years i.e. to 2040. There are several sites which could effectively contribute to the provision of additional sport pitches including provision of pitches at the Rockshire Road former Pitch and Putt site, the site discussed above at Abbey Road, and lands adjacent to the Clover Social site, which have all been zoned for Active Open Space. Further development of active recreational infrastructure is envisaged to be developed in tandem with future residential development.

**Informal Open Space**

The Waterford Blue Green Infrastructure Strategy (Waterford BGI Strategy) which was progressed as a joint initiative between KCC and WCCC

indicated the potential for four strategic projects that will provide additional open space within the Plan study area:

- Greening North Quays (Strategic Project WCCC).
- Ferrybank Park (Strategic).
- Grannyferry pNHA (Strategic KCC).
- Ard Ri Park (Strategic KCC and WCCC).

Currently access to the River Suir is constrained with few public access points. Development of a River Suir Blueway, as indicated above, should include consideration of access for angling and active water sports such as kayaking. Given the highly scenic nature of Ferrybank/Belview area, the development of a linear riverside walkway stretching from Waterford North Quays to Belview is an objective of this Plan (See Objective MAT5).

It is also proposed to reserve landscape belts alongside the numerous watercourses that occur in the Plan area which will have the effect of creating a green corridor around Ferrybank. These include:

- In conjunction with Waterford City and County Council, from Waterford North Quays, along the banks of the River Suir and to the west of Belview Port.
- From Milepost Village to Gyles Quay, along the course of the existing stream corridor. (This also has the potential to extend north from Milepost to the forest west of Slieverue).
- From the Belmont Road across the new Greenway corridor and down into Abbeylands to the west of the water reservoir which is already zoned POS Passive Open Space.
- From the L7526 road to the north west of Newrath road eastwards via Mullinabro Woods estate towards Rockshire, and south-east to meet with Belmont Woods.
- To the west of the R448 in the vicinity of the north side of the Old Red Iron Bridge.

This informal open space has the potential to support climate adaptation and mitigation by storing carbon, supporting biodiversity and slowing down flooding events, with the incorporation of appropriate nature-based solutions such as:

- Rainwater Management Plans, rainwater harvesting, rain gardens.
- Urban forests, habitat preservation, tree pits, vegetated bio swales, detention basin, ponds, buffer strips and hedgerows.
- Green roofs, green walls, green screens.
- Permeable paving, reinforced grass paving, filtration strips.

### 9.6 Sustainable Energy Community

The Ferrybank Sustainable Energy Community is a member of the Sustainable Energy Authority of Ireland (SEAI) Sustainable Energy Community (SEC) Programme. An SEC is a community in which everyone works together to develop a sustainable energy system for the benefit of their community. Kilkenny County Council will support the Ferrybank SEC through the SEC Programme. The Council will also continue to provide advice and support to all communities, individuals and businesses on energy efficiency and climate action through a range of programmes including the Community Climate Action Fund, the Community Hub and through business support programmes delivered by the Local Enterprise Office.

### 9.7 Community Objectives

- C1** Facilitate the provision of community, leisure and social infrastructure facilities to serve existing and future residents and to encourage shared/dual use of existing and future facilities.
- C2** Work with the owners of the Ferrybank Shopping Centre to deliver a community centre within the Ferrybank Shopping Centre.
- C3** Reserve lands for co-located primary and secondary school educational facilities as well as a co-located childcare facility adjacent near the District Centre.
- C4** Reserve lands for primary school educational facilities adjacent to St Mary's Boy's National School.
- C5** Support the provision of residential care facilities and services for the elderly within the Built-Up Area of Ferrybank.
- C6** Support social inclusion through autism friendly objectives and accreditation where appropriate.

**C7** Facilitate landscape belts around the Built-Up Area boundary of Ferrybank and adjacent to watercourses in the following five areas:

- In conjunction with Waterford City and County Council, from Waterford North Quays, along the banks of the River Suir and to the east of Belview Port.
- From Milepost Village to Gyles Quay, along the course of the existing stream corridor. (This also has the potential to extend north from Milepost to the forest west of Slieverue).
- From the Belmont Road across the new Greenway corridor and down into Abbeylands to the west of the water reservoir which is already zoned POS Passive Open Space.
- From the L7526 road to the north west of Newrath road eastwards via Mullinabro Woods estate towards Rockshire, and south-east to meet with Belmont Woods.
- To the west of the R448 in the vicinity of the north side of the Old Red Iron Bridge.

**C8** Ensure that parks/strategic areas of open space are developed at appropriate locations to serve the existing and future planned populations of the Plan area. This to include neighbourhood parks at

- Rockshire Road, the former Pitch and Putt site.
- Abbeylands on the south side of the Greenway corridor, linking to the R711 via a linear Park.
- Lands of the former Clover Social Club
- Christendom area (See Waterford BGI Strategy, Strategic Project 2).
- Grannyferry pNHA (See Waterford BGI Strategy, Strategic Project 8).
- Ard Ri Park (See Waterford BGI Strategy, Strategic Project 10).

**C9** Provide active recreational infrastructure on lands to the east of the District Centre, to the south of the R711, and east of Clover meadows, and adjacent to the schools site identified in SC3.

**C10** Support the UNESCO Learning City initiative.

**C11** Have regard to the recommendations and objectives of the Blue Green Infrastructure (BGI) Strategy for the Waterford City Metropolitan Area.

## 10.0 Heritage and Environment

### 10.1 Natural Heritage and Biodiversity

Ferrybank/Belview boasts various natural features like rivers, wetlands, and woodlands, which collectively give the area its unique environmental character.

Natural heritage features of the area are identified on Figure 10.1 Natural, Built Heritage and Archaeological Designations.

This Plan aims to establish a balance between future growth and expansion and the protection and preservation of the natural environment. Policies, goals, and zoning will aim to safeguard natural heritage from development that could cause harm, with the broader objective of promoting a nature-positive approach.

It is noted that the Revision of the National Planning Framework includes a National Policy Objective 85 stating:

*“In line with the objectives of the National Biodiversity Action Plan, planning authorities should seek to address no net loss of biodiversity within their plan making functions.”<sup>22</sup>*

Kilkenny County Council and Waterford City and County Council have prepared a draft joint Waterford Blue and Green Infrastructure (BGI) Strategy.

The BGI Strategy includes 10 strategic projects of which four are directly relevant for and have been incorporated into this Plan. These include:

- 2: Greening North Quays
- 3: The Greenway
- 5: Ferrybank Park

- 8: Grannyferry pNHA
- 10: Ard Rí Park

Each of these projects has a focus on Nature-based Solutions (NbS) and Natural Flood Management (NFM) as well as protecting biodiversity, promoting physical and mental well-being by encouraging outdoor activity, supporting thriving communities, and contributing to the wider BGI strategy aim of a more resilient and climate positive community.



<sup>22</sup> Revised National Planning Framework, Government of Ireland, 2024, page 142

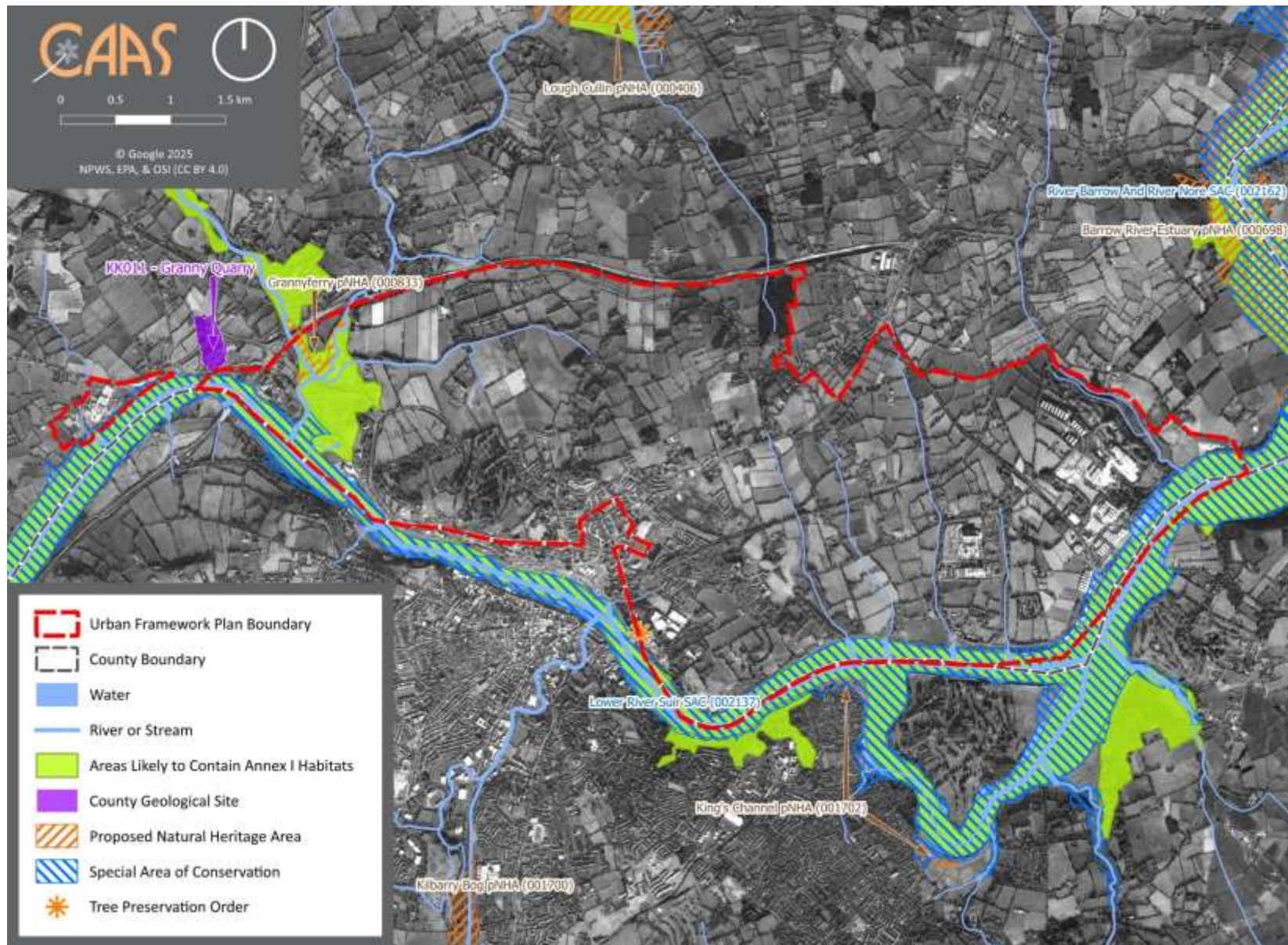


Figure 10-1 Natural, Built Heritage and Archaeological Designations (Source: CAAS Ltd)

### 10.1.1 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 several 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 Rathculiheen 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. It will be important in this and future development plans for Ferrybank/Belview that the Rockshire ridgeline is protected from development to retain the rural character of the area (see objective HE5).

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.

### 10.1.2 Protected Areas of International Importance (Natura 2000) and National Importance (NHA)

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 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](http://www.npws.ie)).

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

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). There is currently one proposed NHA in the Plan area, Grannyferry (Site Code 000833).

The Kilkenny CDP, objective 1A set out the requirements in relation to these sites.

*Objective 1A To implement the provisions of Articles 6(3) and 6(4) of the EU Habitats Directive and 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, 20091 or any subsequent version, 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.*

The objectives of the Kilkenny CDP apply to the provisions of this Plan.

### 10.1.3 Nature Conservation outside of International and National Protected Areas<sup>23</sup>

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. They also provide a vital function in terms of climate adaptation and mitigation. They are valuable carbon sinks and can slow down water flow during flooding events. 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 10.1.2).

An area of Wet Grassland adjacent to the Grannyferry NHA has been identified as being of high value (see Figure 10.1). This area will continue to

be zoned for Passive Open Space/Biodiversity conservation. This is called out as Strategic Project 8 in the Waterford BGI Strategy (see Objective HE4).

One other area of important wetland habitat in Kilmurry has previously been identified. 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. A large area of Reed swamp adjacent to the Grannyferry NHA as well as a similar area adjacent to the Lower River Suir SAC have been zoned for Passive Open Space/Biodiversity conservation.

#### Woodlands, Trees and Hedgerows

There are several significant woodlands in the Plan area, some of which once formed part of the demesnes of large country houses. Woodlands, trees and hedgerows play a vital role in climate adaptation and mitigation. They are valuable carbon sinks and can slow down water flow during flood events.

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 10.1, 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 Rathculiheen House. A Tree Preservation Order

<sup>23</sup> This section has been informed by various studies and previous iterations of the Plan and associated assessments.

(TPO) is in place at Rockland Woods in Christendom, ref. 1/2008, see Figure 10.1<sup>24</sup>.

To the east of the Plan area, there are several woodlands running in a northward direction perpendicular to the River Suir corridor. The most significant of these are the riparian 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.

Seven woodland sites are in the Plan study area. Two of these were sites of Oak-Ash-Hazel woodland, habitat code WN2. They have an unusually low proportion of non-native species and well-formed canopies. The two sites are located in Mullinabro and Cloone, 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. 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 Kilkenny CDP, objective 9A set out the requirements in relation to these sites.

*Objective 9A Continue to identify and map habitats and green infrastructure of county importance and raise awareness and understanding of the county's natural heritage and biodiversity identifying green corridors and measures to connect them.*

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<sup>24</sup> 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.

### **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, Rathcullihean, 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 several 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.

The protection of such hedgerows is encouraged. They provide valuable habitats for wildlife and enhance the character of an area. Hedgerows should be retained and incorporated where possible into any future development of the area.

#### **10.1.4 SFRA**

A Strategic Flood Risk Assessment (SFRA) has been undertaken as part of the preparation of the Plan. Requirements in relation to SFRA are provided under 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (Department of Environment and Office of Public Works, 2009) and associated Department of the Environment, Community and Local Government Circular PL2/2014. The SFRA has informed both the land use zoning and the written provisions of the Plan.

As detailed under the "Sustainable Drainage Systems and Surface Water Guidance and Strategy" of the SFRA report, sustainable drainage "systems should aim to mimic the natural drainage of the application site to minimise the effect of a development on flooding and pollution of existing waterways.

The integration of nature-based solutions, such as amenity areas, ecological corridors and attenuation ponds, into public and private development initiatives, is applicable within the provisions of the Plan and should be

encouraged. Applications for development should consider, as appropriate, the Department of Housing, Local Government and Heritage's (2022) "Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas - Water Sensitive Urban Design - Best Practice Interim Guidance Document".

Flood Zone extent mapping was included for the watercourses referred to in the SFRA that accompanied the published Draft Plan. It was recognised in response to the OPW's previous comments that the extent of these Flood Zones may not have been easily visible at the resolution provided due to the size of the Flood Zones within the context of the Plan area. The Flood Zone map was therefore updated, with higher resolution maps provided for inclusion alongside the Proposed Material Alterations (within Appendix 3 of the material alteration documents), not the main Proposed Material Alterations document). These updated versions of the Flood Zone maps, which include flood extents for the water courses referred to in the submission, ( including those water courses that are within the vicinity of zoning map amendments 6, 8 & 9 as part of Material Alteration no.12) have been included in the final SFRA to accompany the adopted Framework Plan.

In addition to the above, the zoning of minor overlaps between Flood Zones A and B and Proposed Material Alteration No. 3 lands will revert back to Open Space, as was included under the original Proposed Variation.

It is acknowledged that the catchments referred to in the submission were not modelled as part of the OPW's AFA for the National Catchment-based Flood Risk Assessment and Management (CFRAM) programme or as part of the OPW's National Indicative Fluvial Mapping (NIFM) programme. The CFRAM programme covered those areas, in each county, where, based on initial analysis, the flood risk was determined to be potentially significant from one or more sources of flooding. The NIFM programme covered catchments greater than 5km<sup>2</sup> in areas for which flood maps were not produced under the National CFRAM Programme. This is due to the size of the catchments in question – they are quite small. The watercourses were however modelled by the OPW's National Preliminary Flood Risk and Assessment (PFRA) exercise, and available predictive modelled output

from the PFRA was taken into account, alongside other factors, when delineating the Flood Zones.

Furthermore, Kilkenny County Council require: a detailed site specific flood risk assessment where flood risk may be an issue for any proposed development and any area within or adjoining flood zone A or B, or flood risk area, to be the subject of a site-specific Flood Risk Assessment appropriate to the type and scale of the development being proposed (City and County Development Plan Section 10.2.6.2 Development Management Requirements).

The Variation (INF-DM1) requires that:

*"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, including the sequential approach. 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."*

Lands zoned Passive Open Space (where future built development would be significantly limited) has taken into account the Flood Zones and, taking a precautionary approach as outlined in the Guidelines, covers areas significantly beyond the Flood Zones. As per above, Flood Zones have been included.

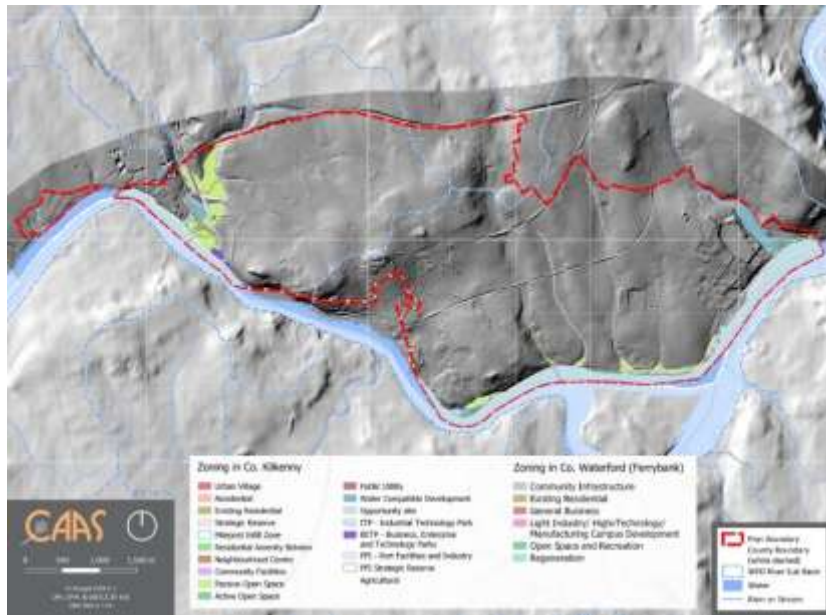


Figure 10-10-2 Land Use Zoning and Flood Zone Intersects (Source Ferrybank/Belview SFRA – CAAS Ltd)

## 10.2 Built Heritage

### Architectural Heritage - Record of Protected Structures

There are 33 structures (with associated outbuildings) within the bounds of the Plan study area listed as protected structures in the 2024 County Kilkenny Record of Protected Structures (RPS). As a result, these properties are protected under the *Planning and Development Act 2000*.

A large proportion still function as housing (e.g. Newrath House, Rockshire House). Some have a tourist or recreation potential (e.g. the Napoleonic era watchtowers). Regardless, all are important elements in the landscape, helping to improve the area’s aesthetic appearance, deepen pride in place, and supporting the creation of greater community cohesion.

There are six structures listed in the National Inventory of Architectural Heritage (NIAH). Ascription in this inventory does not provide legal protection. However, the inventory is used to inform future judgment on

whether as building should be listed as a protected structure. All six buildings listed on the NIAH were also protected structures.

### Archaeological Heritage

There are 45 archaeological sites listed within the Record of Monuments and Places (RMP) that are located within the study area.

Being listed provides these places with protection under the *Historic and Archaeological Heritage and Miscellaneous Provisions Act 2023*. When the owner or occupier of a property, or any other person, proposes to carry out any work at, or in relation to, a recorded monument, they are required to apply for a licence from the Minister for Housing, Local Government and Heritage.

There is one site in the study area listed as being a National Monument (i.e. Grannagh/Granny Castle). This site is owned by the State.

Detail in relation to built heritage is included within the Technical Appendix to this Plan.

### 10.3 Heritage and Environment Development Objectives

**HE1** Protect the sites identified on Figure 10.1 Natural, Built Heritage and Archaeological Designations 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)

**HE2** Protect and manage the tree groups/stands as identified on Figure 10.1 Natural, Built Heritage and Archaeological Designations and secure TPOs where necessary/as appropriate.

**HE3** Protect existing wetlands from fill while encouraging the enhancement and restoration of wetland habitats and landscape features which form part of habitat networks, such as river corridors and associated habitats. These include Grannyferry Wetlands (FS1) and the Luffany stream corridor to the east of Belview Port.

**HE4** To investigate the possibility of wetland habitat creation on lands at Grannyferry 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.

**HE5** Protect the Rockshire ridgeline from development to retain the rural character of the area.

**HE6** Retain landscape features such as ridgelines, woodlands and marshlands, across the Ferrybank/Belview area and around protected structures.

**HE7** Retain riverbanks, trees and hedgerows at Christendom and Newtown to maintain high value landscape along and across the river.

**HE8** Complete the joint Blue Green Infrastructure Strategy in conjunction with Waterford City and County Council. This Strategy is required to be subject to its own Screening for AA and subsequent stages of AA as relevant.

### 10.4 Heritage and Environment Development Management Standards

Development Management standards for the area are covered in Section section 9.2 of the Kilkenny City & County Development Plan 2021- 2027.

## 11.0 Tourism, Arts and Culture

### 11.1 Tourism

The tourism market remains to be developed to its full extent, despite the scenic nature of the Plan area mainly due to the lack of tourism infrastructure e.g. visitor accommodation, attractions and activity providers. There is potential to capitalise on some of the existing visitor attractions and initiate complementary activities through Waterford's tourism base.

Several elements will together create a critical mass of tourism infrastructure that can foster new tourism opportunities in the study area. This includes:

- Construction of the new train station in the heart of Ferrybank, increasing access to the study area.
- Development and completion of the South East Greenway, with linkage northwards to New Ross, to Waterford City via the new Active Travel Bridge, and potentially to the Waterford Greenway via the Old Red Iron Bridge.
- Development as part of the first phase of the Waterford North Quays development of a 160-bed hotel and conference centre, and 165 room apart-hotel. Potential development as part of a subsequent phase of a flagship tourism use with significant retail floorspace with a focus on tourism and higher order comparison goods.
- Potential redevelopment of the former Árd Rí hotel now legal issues have been resolved.

This Framework Plan has regard to the recommendations and objectives of the Blue Green Infrastructure (BGI) Strategy for the Waterford City Metropolitan Area.

Some other attractions that have the potential to be developed further include Gorteens Castle, Rathpatrick Church Ruin and viewpoints along the Suir Triangle. There is also some tourist accommodation dispersed in the area include 'bed & breakfast' motels and guesthouses such as the Diamond Hill Country House, El Roi Guesthouse and Belmont House

(notable that each property refers to its location as Waterford rather than Kilkenny).

#### South East Greenway

Construction of the South East Greenway, over a length of 24km has progressed significantly over the past 5 years. In July 2023, Phase 1 - a 6km section from New Ross to Glenmore, was officially opened to the public and over that period to the end of the year c.27,000 people were counted using this new amenity. The 6km section from Ferrybank to Curraghmore is expected to be completed by July 2025. The full 24km from New Ross to Waterford is expected to be completed by 2027. Funding has been secured for a trailhead car park in Ferrybank, with delivery dependent on construction of the Link Road. The link road will likely be completed by 2026.

With over 250,000 people using the Waterford Greenway the delivery of the South east Greenway with a trail head in Ferrybank, and future connection to the Waterford Greenway to Dungarvan will create significant tours opportunities including accommodation, food and beverage, activities and bike hire.

#### Waterford North Quays SDZ

A planning application was submitted for Phase 1 of the Waterford North Quays development on 5<sup>th</sup> June 2024<sup>25</sup>. In addition to 350 apartments and a landscaped waterfront, the proposed development includes:

- Block A: 8,980sqm 9 storey building consisting of 160 hotel bedrooms, conference/ meetings rooms, restaurants/bars, function room, spa, gymnasium, café and all associated ancillary accommodation.
- Block B: 7,119sqm 8 storey Aparthotel with comprising 165 suites and associated ancillary accommodation.

A decision to grant permission was made by WCCC on the 10<sup>th</sup> April 2025.

<sup>25</sup> Planning application details ref: 2460304 Waterford City and County Council



Figure 11-1 Visualisation of proposed development (Source: Planning application file)

Phase 2 of the development proposals include:

*“A public park known as ‘Western Park’ (c.0.5ha) adjacent to Rice Bridge which will provide active and passive areas. Between the public park site and the Hotel and Conference Centre, the masterplan envisages a flagship tourism use with significant retail floorspace with a focus on tourism and higher order comparison goods. While there are no specific proposals available at this stage, the site has capacity to accommodate a total of c.14,550sqm of gross floorspace in up to 3-6 storeys equivalent over podium...The tourism cultural facility could accommodate a flagship tourism attraction of regional/ international significance based around some aspect of Waterford’s heritage (e.g. Waterford Crystal, Brewing, maritime/ tall ships etc). Based around this tourism attraction, the scheme would deliver a shopping mall type development with a mix of retail and entertainment / F&B accommodation”.*

While delivery of this component may be outside of the Plan period it is evident that there is intent to significantly enhance the tourism offer on the north side of the River Suir.

**The River Suir**

In terms of tourism, the River Suir is one of the Plan area’s key assets. The proposed Waterford North Quays development includes a landscaped waterfront area. However, for much of the remainder of the study area access to the river is currently almost non-existent. The pre-draft workshop and submissions made at pre-draft stage indicated that there is a strong demand from the local community for access to the river, for recreation and amenity.

A River Suir Blueway could run from the Waterford North Quays area along the north bank of the river, past Gyles Quay and running eastwards through Belview Port, while avoiding the busy port area. The Blueway could then link through to Drumdowney area. A [Blueway](#) could include both water-based and land-based infrastructure e.g. kayak launch points, walking and cycling route, fishing sites, and interpretation of the stories, history and natural environment of the area (see Objective MAT5).

**Granny Castle**

There is a picnic area at Granny, which is in a very scenic area adjacent to the medieval Granny Castle. A Public Area Enhancement Scheme has been completed by KCC which included the replacement of the seating, undergrounding of overhead services, new paving, layout and planting.

**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. The Waterford BGI Strategy includes Strategic Project 8: Grannyferry wetland and bogs. This important project

would see the restoration of the wetland habitat associated with the River Blackwater floodplain, as well as the reinstatement of the abandoned Old Red Iron Railway Bridge, which crosses the River Suir. This project has the potential to be part of a linear park along the River Suir, straddling north and south of the river (see objective HE4).

**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 basis. It is becoming a more popular berthing location for cruise ships due to the impressive location of the Port, close to the southeastern 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 southeast generally. The Port has potential to expand this business, and this would offer potential for the Plan area to capitalise on the tourism opportunity associated with these cruise ships, possibly through the development of specific attractions and packages designed in conjunction with the Port.

**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 lands north of the Árd Rí as residential. This residential site includes one of the two watchtowers in Ferrybank, which are protected structures, see Chapter 10. The site also includes one of the highest points in the Plan area, the summit of Mount Misery. The hotel structure and lands immediately adjoining, form part of a masterplanning exercise led by Waterford City and County Council.

The Waterford BGI Strategy includes Strategic Project 10: Ard Rí Park which envisages delivery of community and amenity space and with potential for delivery of a regional park of scale (objective TAC5). The site

is located at the heart of the Ferrybank neighbourhood and within a short walk of the city centre and offers a unique chance to develop open space, amenities, blue-green infrastructure, and a large park for the regional city and surrounding communities.

**11.2 Arts and Culture**

Necessary community infrastructure is vital for arts and culture related activities to make a meaningful impact in the study area. Proper infrastructure could also attract tourism through arts festivals, exhibitions, and installations. The creation of cultural facilities should be considered alongside the development of the urban centre at Ferrybank. Given Waterford City’s strong cultural background and the North Quays SDZ plans, the area could potentially attract tourists. The development of the North Quays SDZ combined with the introduction of the link road across the river is expected to introduce a range of different uses, including increased footfall in the area that should facilitate opportunities for new art / cultural facilities within the area.

**11.3 Tourism, Arts and Culture Objectives**

- TAC1** Complete the South-East Greenway over its entire length and within the Ferrybank area.
- TAC2** To provide and protect public access to Grannagh castle within the period of the Plan.
- TAC3** Engage with Belview Port to capitalise on the tourism opportunity associated with cruise ship arrivals.
- TAC4** Connectivity including permeability / active travel links shall be demonstrated with the adjoining site which is subject to a masterplan for the Árd Rí hotel site and having regard to the BGI plan.
- TAC5** Work with the landowner and Waterford City and County Council in relation to the masterplan for the Árd Rí hotel site having regard to the Waterford BGI Strategy (Strategic Project 10).

## 12.0 Movement and Active Travel

### 12.1 Introduction

There is growing recognition that individuals and communities are happier and healthier when they can walk, wheel, cycle or take high-quality public transport for their daily journeys. In addition, the Climate Action and Low Carbon Development Act (2021) set legally binding emission targets for Ireland that are delivered through Climate Action Plans. The Climate Action Plan 2024 (CAP24), the fourth iteration of the Climate Action Plan, sets ambitious targets to reduce Ireland's transport-related greenhouse gas emissions. Relevant key indicators are that more than 50% of all trips across Ireland will be by sustainable modes — walking, cycling and public transport — by 2030 and vehicle kilometres will have reduced by 20%.

The NTA and TII, along with Waterford City and County Council and Kilkenny County Council, have developed the Waterford Metropolitan Area Transport Strategy (WMATS) 2040 for the Greater Waterford Area that includes Ferrybank-Bellview. WMATS provides to:

- Align land-use planning and transportation provision.
- Promote balanced development and compact growth – a concept known as the Concentric City - on both sides of the River Suir.
- Underpin the growth of the Metropolitan Area by prioritising sustainable modes of travel.

A Local Transport Plan (LTP) was prepared as part of the evidence base for this Framework Plan. The LTP aims to translate WMATS recommendations at a local level, capitalising on key transport infrastructure including:

- Integrated Transport Hub (North Quay SDZ) – under construction
- The Active Travel Bridge – to be completed in 2026
- South-East Greenway - being delivered on a phased basis
- BusConnects Waterford – rolled out on a phased basis from 2026
- South-North Access Road at Clover Meadows - to be completed by 2027

These initiatives will support the development of Ferrybank as a thriving urban community, while also enhancing employment opportunities at Bellview Port.

It is noted that a Regional EV Infrastructure Strategy currently in preparation for the South East region, in partnership with Zero Emission Vehicles Ireland (ZEV), in relation to the provision of regional and local networks of EV infrastructure.

### 12.2 Overview of Existing Conditions

#### 12.2.1 Existing Transport Conditions

The Local Transport Plan analysed baseline conditions, the policy context and the phasing of strategic and locally important transport infrastructure. It identified challenges within the study area for all modes of transport, but particularly barriers to choosing sustainable modes of transport, i.e., taking the bus, walking, scooting and cycling. These include:

- Legacy road layouts reflecting the former function of the North Quays as a port.
- Carriageway widths and junction designs on local roads that prioritise motorist speed & movement thereby impacting place-making, noise levels and safety.
- Lack of safe controlled crossings, particularly on desire lines.
- Cul-de-sac development that limits pedestrian and cycle permeability.
- Lack of dedicated, safe and segregated cycling infrastructure on all roads in the study area.
- Street clutter, such as pedestrian guardrails, preventing the movement of pedestrians and cyclists, particularly at junctions.
- Discontinuous or absent footpaths, particularly along sections of the Abbey Road and the N29 Port Road.

The effect of these barriers to active travel is reflected in the travel choices recorded in the 2022 Census. Many more people chose to use a car to travel to work as a passenger and driver (73%), versus those who chose to walk and cycle to work (7%). By contrast, the 2022 Census results show the national average for those who chose to walk and cycle to work was 12%.

20% of people traveling to school or college, chose to walk or cycle, however indicating a latent demand for an improved pedestrian and cycle environment, particularly for shorter trips. Further work is required to ensure that the number of people who choose to walk or cycle to school or college in Ferrybank/Belview meets the national average (24% in 2022).

**Public Transport**

Results from the 2022 Census indicate a low percentage of people taking the bus to work (3%) or education (6%) in Ferrybank/Belview. For comparison, the national average for travelling to work or education by bus by is 6% and 9% respectively.

At present there are limited bus services provided by J.J. Kavanagh, a private operator, Transport for Ireland’s Local Link services and a Bus Éireann city service with routes to SETU and Waterford University. There are no public bus services available from Grannagh Business Park and Belview Port into Ferrybank and/or Waterford City Centre. The attractiveness of public transport is further limited by the lack of more frequent services and limited accessible, high quality bus shelters and real-time passenger information and seating. In addition, discontinuous footpaths, few safe pedestrian crossing points and limited access from housing estates make it difficult to access the existing services.

InterCity Rail services are provided close to the Study Area at Plunket Station to Dublin Heuston (seven services a day) and at Limerick Junction (twice a day) providing onward connectivity to Limerick and Cork. The Waterford to Rosslare services was discontinued in 2010. Plunkett Station will close by 2026, and services will be relocated to a new integrated transport hub at the North Quays providing interchange between bus and rail and a new Active Travel Bridge providing pedestrian and cycle access to Waterford City Centre.

**12.2.2 Road and Street Hierarchy**

The road network in Ferrybank/Belview comprises a series of national, regional and local roads, each of which not only serves an important movement function but contribute in varying levels to the existing place value of the Plan area. The existing conditions of the roads within the study area do little to encourage an uptake in walking, cycling and public transport.

Legacy road and junction design encourages a car dominated environment and reduces safety for all road users.

There are several National and Regional Roads within the study area: the N25, the N29, the R711 and the R448. Abbey Road and Rockshire Road are the main local roads which provide connectivity between the main residential areas and key destinations such as Ross Abbey Neighbourhood Centre, schools and services on Belmont Road. The ability of regional and local roads to serve the transport needs of pedestrians, cyclists and others not in motor vehicles is reduced by dangerous junctions and a lack of opportunities to cross as well as dedicated cycling infrastructure and discontinuity in footpaths.



*Figure 12-1: A lack of cycling facilities and high vehicular speeds in the study area result in cyclists*

**12.2.3 Modal Split Analysis**

Results from the Census 2022 indicate that people in the three Electoral Divisions (EDs) of the Study Area — (ED Kilculliheen, ED Ferrybank and ED Rathpatrick)—have the following length of journeys to work, school or college:

- 34.2% of people travel under 15 minutes.
- 42% of people commute between 15 and 30 minutes; and
- 15.5% of people travel between 30 and 45 minutes.

The results for modal split for trips to work and education originating in the three EDs is summarised in the graphs and text below:

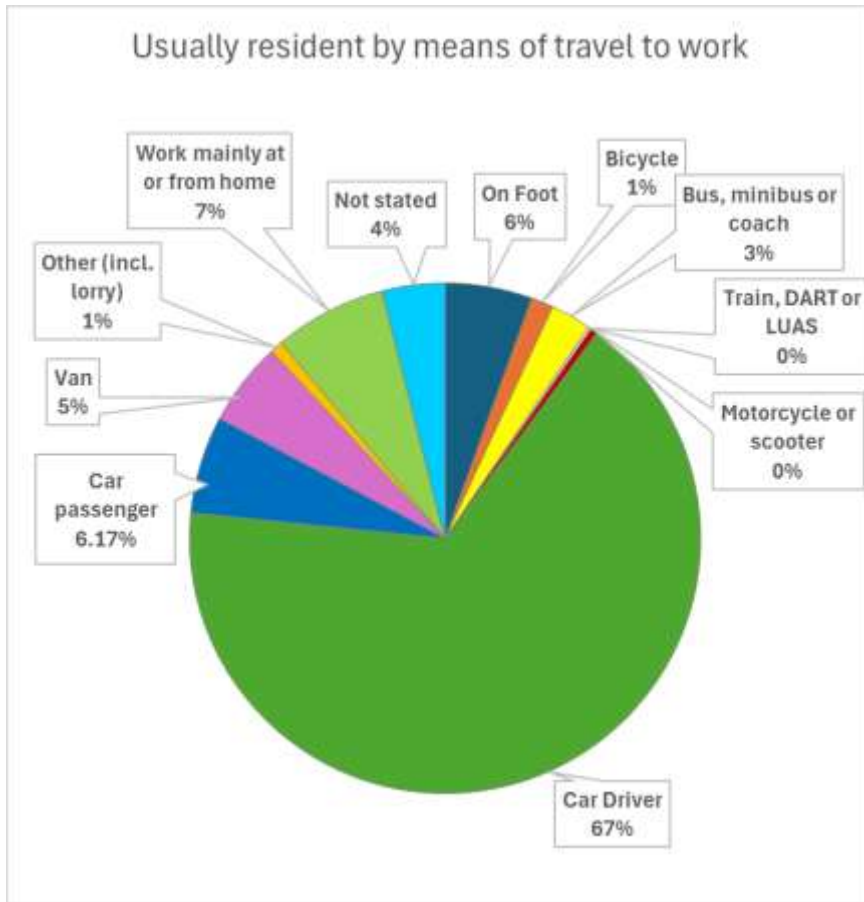


Figure 12-2 Modal split for work commutes (Ferrybank/Belview) (Source DBFL)

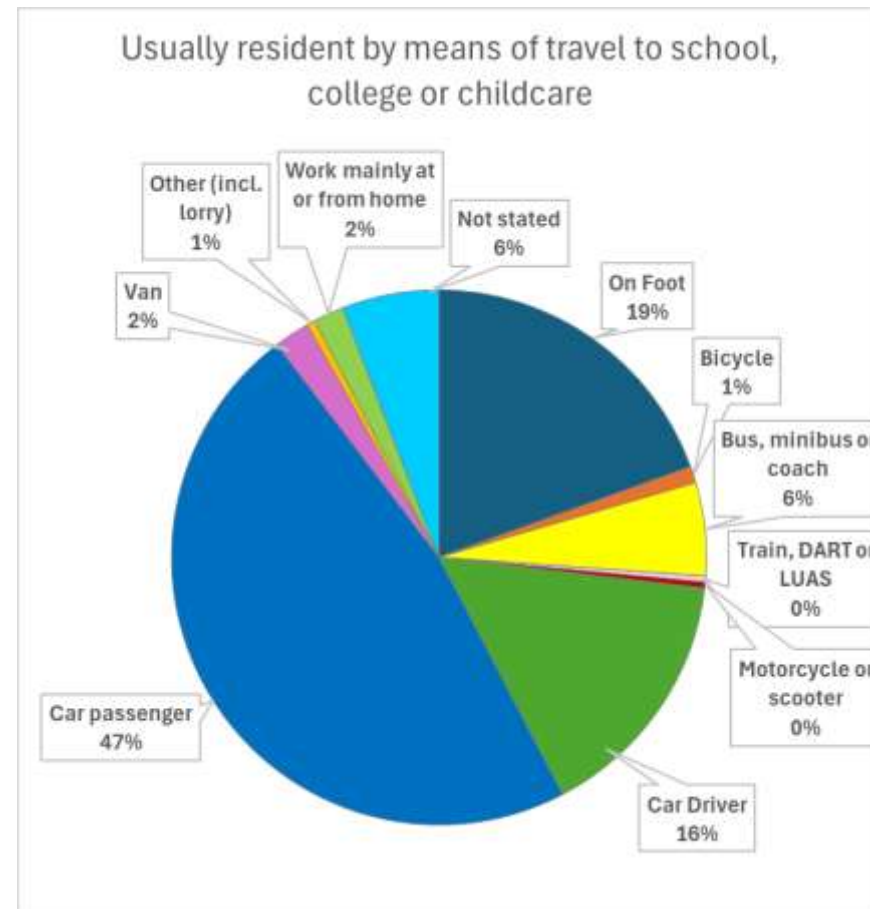


Figure 12-3 Modal split for school, college, or childcare communities (Ferrybank/Belview) (Source: DBFL)

The modal split for trips to work highlights the dependency on car travel with 72% of all trips by car (drivers and passengers). However, this is a decrease from 77% in 2016. At 5.5%, walking is the second most popular mode of transport, having decreased from 5.8% in 2016. Lastly, trips by bus (3%) increased from 2016 figures (2.2%). However, trips by bike remained the same from 2016 to 2022 at 1%.

Results for the modal split to education highlight similar dependency on car travel to school or college, with 62% of all trips by car (drivers and passengers), which is a 1% decline from 2016. Walking is the second most popular mode of transportation at 19%. Trips by bus (6%) and bike (1%) account for 7% – a 1% decrease from 7% for bus and a 1% decrease from 2% for bike from 2016.

The evidence suggests that there is significant potential for modal shift pending enhancements to active travel and public transport infrastructure and services. However, achieving this requires providing sustainable transport connectivity between residential areas and key workplaces and schools, including:

- Belview Port
- Grannagh Business Park Complex (G.B.C.)
- North Quay SDZ / Waterford City
- Abbey Community College / St. Mary's B.N.S. / Our Lady of Good Counsel G.N.S.

Achieving this is critical in enabling a modal shift away from carbon intensive modes to more sustainable forms of transport, such as walking, cycling, bus and rail.

**12.2.4 Future Demand Analysis**

- Evidence based work undertaken as part of the development of WMATS suggests that future key destinations from the Ferrybank Area will include:
  - Waterford City Centre – **2,069 daily trips**
  - Belview (*Port of Waterford; Marine Point*) – **1,976 daily trips**
  - Waterford City West (*SETU West Campus; IDA Waterford Business & Tech. Park; IDA Waterford Industrial Estate N.; Butlers town Retail Park; Westside Business Park*) – **1,722 daily trips**

- Waterford City Southwest (*SETU East Campus; IDA Waterford Industrial Estate S.; Waterford Business Park*) – **1,316 daily trips**
- Waterford City East (*University Hospital Waterford; Ardkeen Shopping Centre*) – **1,182 daily trips**

In addition to enhancing local transport facilities, creating a transport network which considers the importance of these key locations and providing sustainable connectivity to them is a key outcome for the Plan.

**12.3 Ferrybank/Belview Local Transport Plan**

**12.3.1 Overview**

A Local Transport Plan (LTP) has been developed to ensure that the assessment of transport demand and its associated impacts plays a central role in informing future development patterns within Ferrybank/Belview.

The measures set out in the LTP create the conditions for a modal shift away from primarily car journeys and towards predominant active travel and public transport commuting for trips within the WMA as well as facilitating the conditions for place-making opportunities throughout the study area.

**Key aims of the Ferrybank/Belview LTP**

The LTP identified the following key aims to creating a vibrant, multi-modal transport network in Ferrybank/Belview that supports the creation of flourishing communities: The fulfilment/enhancement of planned BusConnects Routes and the delivery of a city-wide public transport system:

- Improved connectivity between Waterford City, the future North Quay SDZ and the Ferrybank/Belview Area.
- Improvements to the pedestrian environment through the provision of appropriate footpaths, opportunities to cross roads, and permeability.
- The provision of a safe, comprehensive and legible cycle network throughout the Waterford Metropolitan Area.
- Recommendations for committed future roads, including the URDF funded South-North Access Road and long-term envisioned transport schemes, including the Downstream River Crossing and the Ferrybank Relief Road.

- The development of a comprehensive active travel network building upon proposals developed by KCC and WCCC in WMATS, as well as by the NTA in CycleConnects.
- Lowering speed limits to support walking, wheeling, cycling and access to public transport.
- Designing Safe Routes to School so more pupils can walk, wheel or cycle to school and to serve existing and potential new schools and a growing population.
- Supporting the place making function of the transport network, including the redesign of Ferrybank District Centre (between Built Up area boundary and roundabout at Aldi).
- Improving sustainable access to Belview Port.
- Improving sustainable access to Grannagh Business Complex (G.B.C.).
- Safeguarding and enhancing the function of our national roads.
- Improving access to the future integrated transport hub.
- Work with WCCC to introducing HGV restrictions at peak hours.

Other recommended measures include increasing the frequency of public transport; upgrading existing bus stops; providing additional bus stops where demand exists; and re-designing Arterial, Local and Links roads and streets to facilitate access for all according to the hierarchy of the street set out in the Design Manual for Urban Roads and Streets.

**12.3.2 Key Principles of the Ferrybank Belview Framework Plan**

Based on the analysis in the LTP, the following key principles have guided the development of the transport objectives for this Plan.

- In accordance with national transport policy (National Investment Framework for Transport in Ireland and the Design Manual for Urban Roads and Streets), active travel, public transport, and private vehicles are to be prioritised in descending order of importance.
- To support the realisation of this hierarchy, strengthening the integration of land use and transport planning within the study area.
- Recognising the key role of car parking as a demand management mechanism, ensuring local car parking policy supports transport policymaking and planning.

- Kilkenny County Council will ensure that any proposals will comply with the Department of Environment, Community and Local Government’s Spatial Planning and National Roads guidance, TII Publications and NTA Design Standards, including the Design Manual for Urban Roads and Streets and the Cycle Design Manual, and TII Publications DN-GEO-03030 (Design Phase Procedure for Road Safety Improvement Schemes, Urban Renewal Schemes and Local Improvement Schemes).
- Subject to consultation and agreement with TII, Kilkenny County Council will ensure that any recommendations or additional improvements to the national roads implemented over the lifetime of the plan safeguard their strategic function and comply with TII publications.
- Kilkenny County Council will continue to work collaboratively with the Port of Waterford and TII to identify and facilitate sustainable access and expansion of the port having regard to the Belview Port Access Strategy.

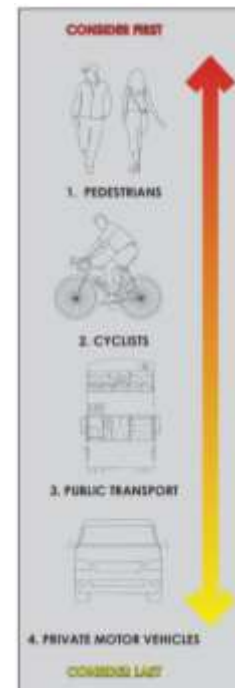


Figure 12-4 Road user hierarchy from the Design Manual for Urban Roads and Streets. Source: NTA.

**12.3.3 The Ferrybank/Belview Local Transport Plan objectives**

The following transport objectives were developed as part of the Ferrybank/Belview Local Transport Plan which seeks to respond to the challenges and opportunities identified in the Issues Paper public consultation.

*Table 12-1 Ferrybank/Belview Local Transport Plan Objectives*

Ferrybank/Belview Local Transport Plan Objectives	
<b>Transport Objective 1:</b>	Provide a comprehensive and safe Active Travel Network that prioritises walking and cycling, particularly for shorter trips.
<b>Transport Objective 2:</b>	Enhance access to public transport, maximising committed infrastructure outlined in the Waterford Metropolitan Area Transport Strategy and Emerging BusConnects Waterford Network.
<b>Transport Objective 3:</b>	Facilitate a more people-centred public realm throughout the Ferrybank/Belview study area through the reallocation of existing road space.
<b>Transport Objective 4:</b>	Identify key transport infrastructure which will underpin the future growth of the Ferrybank/Belview area and Belview Port.
<b>Transport Objective 5:</b>	Safeguard the strategic function and levels of safety on the national road network in accordance with the requirements of official policy.
<b>Transport Objective 6:</b>	KCC will further work with WCCC, HSE and the Department of Education to review if access can be provided to St Mary's National School from the Primary Health Care car park
<b>Transport Objective 7:</b>	KKC Active travel team/ Area Office to develop proposals to improve safety along the permeable link from Bellfield to Fíodh Mór

**12.4 Development of an Active Travel Network**

The Draft Local Transport Plan set an ambitious target for 55% sustainable travel for short journeys (up to 8km) within the study area over the plan period. Reaching this level of sustainable trips relies upon maximising opportunities afforded by committed infrastructure and identified improvements to the strategic walking and cycling network schemes such as:

- BusConnects Waterford (rolled out from 2026 onwards)
- Active Travel Bridge (Completion by 2026)
- The **South-East Greenway** that connects Waterford City to New Ross. The project will open towards the end of 2027. The route includes a trail head with a car park beside the route at the location of the South North Access Road and a connection at Abbey Community College and Kilmurray Lane. There is significant opportunity to maximise the investment through the consideration of additional measures linking residences to places of employment, education and leisure.
- Subject to consultation with TII, a key objective in the Plan is the consideration of additional greenway access points to provide connectivity to schools, playing pitches, community facilities and employment centres at the following locations:
  - Árd Glas
  - Ballyvalla (near IDA lands at Bellview)
  - Fíodh Mór
  - Peafield
  - N29 Port Road
- The **Blueway / Suir River Walkway**, which was identified in WMATS as a potential future Greenway route. The LTP includes an indicative alignment from the North Quay SDZ via Christendom to Belview Port with potential to link with the IDA Science and Technology Park. Collaboration between Kilkenny County Council and Waterford City and County Council will form an integral component of this recommendation, the results of which will not only support Ferrybank, but the whole WMA.
- **Permeability improvements** throughout the Ferrybank/Belview area maximise connectivity and accessibility for people walking wheeling and cycling. Additional access points to the South-East Greenway will better link residents with employment, educational and recreational opportunities. The Local Transport Plan (LTP) that accompanies this Plan provides more detail on the permeability interventions that KCC will expect to see incorporated into development proposals at the master-planning stage. This to include the creation of a Ferrybank Green Corridor to provide active travel permeability through the built-up area of Ferrybank/Belview.

- A **Pedestrian and Cycling Network** that provides continuous footpaths, safe opportunities to cross, and the appropriate level of cycling infrastructure to make walking, wheeling and cycling the most attractive options for daily journeys. The cycling network is based on the NTA's *Draft CycleConnects* and makes additional recommendations for a cohesive cycling network.
- The development of **Safe Routes to School (SRTS)** proposals that enable pupils at Abbey Community College, St. Mary's B.N.S., Our Lady of Good Counsel G.N.S., and any future school proposals within the study area to walk, wheel, cycle or take the bus to school.
- The development of relevant **supporting infrastructure**, including short and long-stay public cycle parking throughout Ferrybank/Belview at a range of key destinations, including Belmont Urban Village / Ferrybank District Centre, Ross Abbey neighbourhood Centre, Belview Port, Our Lady of Good Counsel G.N.S., St. Mary's B.N.S., Abbey Community College, Grannagh Business Park, SETU Campuses, and the IDA Industrial Estate.
- Support for the expansion of **micromobility and shared schemes** such as the TFI Bike Scheme for Waterford.
- Prioritisation of **place making function** of public spaces, providing room for casual conversations and neighbourly encounters.
- Undertake a feasibility study that considers the reinstatement of the former Red Iron Bridge connecting the Waterford Greenway to Grannagh Castle for active travel modes only.
- Work with TII to develop a safer active travel route between Grannagh Castle and the Grannagh Business Complex (G.B.C.) on the N24.

The key elements of the Active Travel Strategy are outlined in the map shown in Figure 12-5 overleaf.

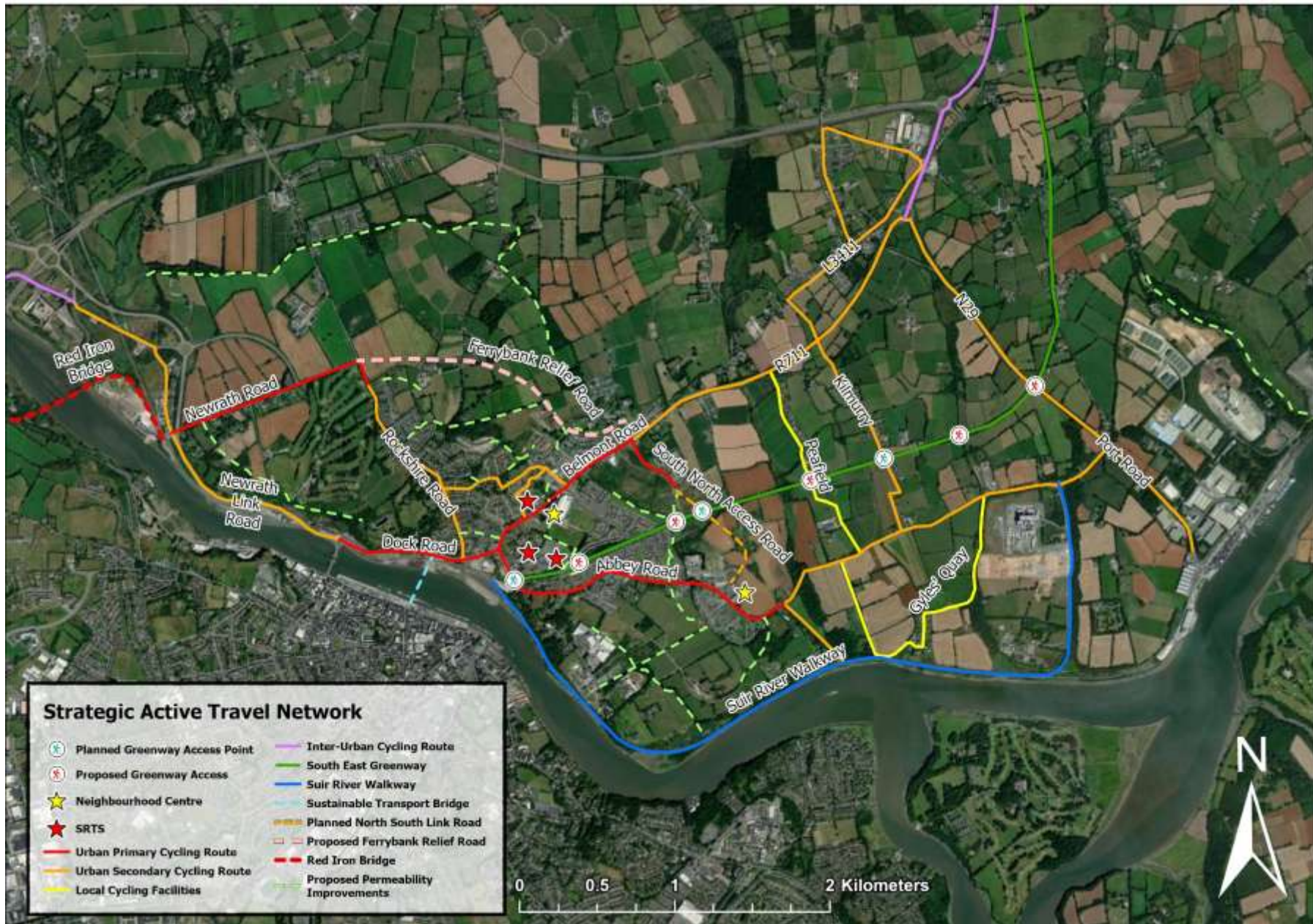


Figure 12-5 Ferrybank/Belview: Strategic Active Travel Network. Source: DBFL.

### 12.5 Public Transport

The provision of reliable and accessible public transport is a key element of offering a convincing alternative to private vehicle transport. Several projects are already underway in Ferrybank/Belview to support the improvement of public transport services in the region. They include:

- **North Quay SDZ — Integrated Transport Hub and Active Travel Bridge** progressed by Waterford City and County Council to the immediate south of the Plan area along the northern banks of the River Suir Estuary. The construction of the new train station provides an opportunity to consider other interventions which can support improved rail connectivity for Ferrybank/Belview, the WMA and the entire South-East region. Improving the safety and accessibility of pedestrian and cyclist movement between Ferrybank and the North Quay SDZ (and further afield to other destinations in Waterford such as the TUSE and employment centres) is integral to the study area.

- **Waterford BusConnects** that aims to accommodate the future growth of the WMA, including the Ferrybank/Belview area. The bus network redesign includes route proposals and an increase in service frequencies for Ferrybank. At the time of writing, the BusConnects proposals for the study area includes the following:
  - **Route 4** (which combines Route 4A and 4B) is a cross-city service with a 15-minute frequency.
  - **Route 4A** Slieverue - South East Technological University
  - **Route 4B** Whitfield Hospital - Abbey Park
  - **Route 4P** (Peak only)
- Consideration of a dedicated shuttle service between the Dock Road/ North Quays SDZ via Abbey Road to the growing employment base at Marine Point.
- Consideration of extending the 627 Local Link beyond Newrath Road to the Grannagh Business Complex (G.B.C.) via Grannagh Castle.
- **Rail Connectivity: Waterford-Rosslare Europort** as outlined in the All-Ireland Strategic Rail Review.

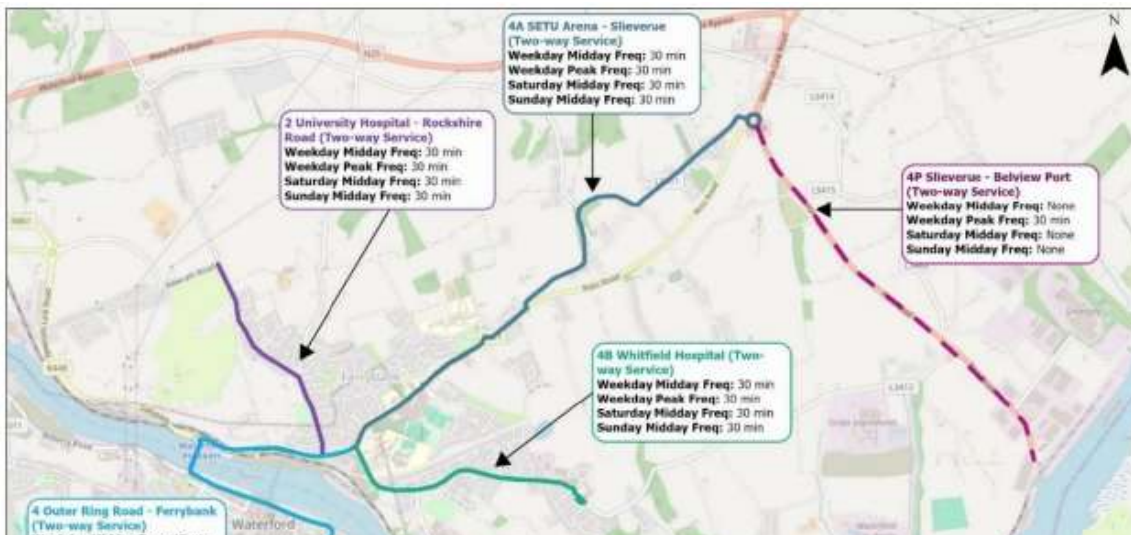


Figure 12-3 BusConnects Waterford Routes planned for the Ferrybank-Belview Study Area. Source: Waterford BusConnects.

### 12.6 Strategic Road and River Crossing Proposals

The following strategic road and river crossing proposals impact the transport network in the Ferrybank/Belview area.

- **The N25 Waterford to Glenmore Scheme.** Kilkenny County Council and Transport Infrastructure Ireland (TII) aim to improve approximately 9.5km of the N25 between Waterford and Glenmore.
- **The N29 / Port Road** provides principal access to the Belview Industrial Area and Belview Port and is integral to the growth of both. Improvements to the N29 are therefore critical to enabling Belview Port’s future expansion and employment growth. The following objectives are contained in the County & City Development Plan:

KCC Development Plan Objectives for the N29	
5J	To continue to work with Transport Infrastructure Ireland to finalise an approach for access to the zoned lands along the N29 at Belview.
12U	Construct a roundabout on the N29 at the L3412 (Rathcullieen) junction.
12V	Provide for traffic calming measures between the roundabout and the port gate on the N29.
12W	To introduce a 60km/hr speed limit on the section of the N29 between the roundabout and the port gate.

\*The proposed upgrade to the N29/L3412 junction will be subject to its own appraisal process and will need to incorporate Active Travel facilities that may not necessarily be in the form of a roundabout.

- **Downstream River Crossing.** The need for an additional Strategic River Crossing downstream of Rice Bridge has been the focus of previous land use and planning strategies. Further commentary is provided in section 10.6 of the Waterford Metropolitan Area Transport Strategy which includes Measure 8 Additional River Crossing “In the later stages of the Strategy period, following the completion of the substantive public transport elements of the Strategy, the NTA will support the preparation of a study to examine the need for an additional river crossing downstream of Rice Bridge”. Inclusion of a map of potential crossing is considered premature given commentary in WMATS section 10.

- Section 15.4.3 of the draft LTP deals with the Downstream River Crossing (DRC) including its history in PLUTS, WMATS and the County Development Plans for both Waterford and Kilkenny. The LTP supports a feasibility study to be undertaken over the lifetime of the Plan that considers a suitable location that considers a wide range of issues including impacts on the Lower River Suir SAC, removal of through traffic in Ferrybank and Waterford City, reducing dependency on the Rice Bridge, and multi-modal access to regional drivers such as the Port and University Hospital. Proposals for a downstream river crossing will be considered in context of national policy including the National Investment Framework for Transport in Ireland (NIFTI), and other factors raised in NTA and TII submissions and over the course of the development of this LTP.

The detail associated with new transport or green/blue infrastructure projects referred to in this Plan, including locations and any associated mapping, are indicative only and subject to further assessment including local environmental factors. New projects of this type shall be subject to their own individual feasibility assessments and statutory processes, considering environmental constraints and the objectives of the Plan relating to sustainable mobility. A corridor and route selection process will be undertaken for such projects where appropriate. Proposed interventions will be required to demonstrate that they are consistent with all relevant legislative requirements.

### 12.7 Regional and Local Roads

The Ferrybank/Belview LTP provides more detailed proposals for all key roads and streets within the Plan area. The key points are summarised as follows.

- **South North Access Road:** Kilkenny County Council are currently advancing the URDF funded South-North Access Road to provide improved connectivity between Abbey Road and Belmont Road, with completion expected in 2027. It will additionally provide access to the South-East Greenway trailhead and incorporate walking and cycling infrastructure. Further opportunities identified in the LTP to enhance this committed scheme include the provision of a future BusConnects route that would improve connectivity for the growing housing area at Clover

Meadows, Ross Abbey Neighbourhood Centre and Belmont Urban Village.

- **Ferrybank Relief Road:** Kilkenny County Council will examine the feasibility of delivering the Ferrybank Relief Road connecting Newrath to Belmont Roundabout in the short to medium term. This multi-modal road will provide access to zoned development lands, provide an orbital route for active travel, public transport and vehicular movement, and provide an additional bypass function for much of the study area.
- **Belmont Road (R711):** Introduction of gateway treatments and transition zones and the creation of a traffic-calmed Urban Village, serving as the heart of the Plan area (see objective BUV1 on the Development Objectives map).
- **Newrath Link Road:** Introduction of gateway and transition zones, dedicated cycle provision, landscaping and improvements to the pedestrian environment as part of an urban boulevard approach.
- **Improvements to key local roads such as Rockshire Road and Abbey Road** will be undertaken as a priority over the short to medium term. These improvements include better crossing opportunities, dedicated cycling facilities, local junction tightening, footpath improvements and lower speed limits. Strategic improvements to these radial routes are likely to be leveraged as part of the BusConnects Waterford and CycleConnects programmes while more localised improvements are expected to be delivered as part of the development management process including use of development contributions.
- **HGV Management:** Kilkenny County Council will collaborate with WCCC and TII to determine the feasibility of implementing a designated HGV route along the N25/N29, as well as examining the feasibility of rerouting HGV traffic from the Dock Road/Fountain Road and Belmont Road area to fulfil place-making objectives in these areas. In the short-term, areas identified for potential HGV restrictions at peak hours include Abbey Road and Belmont Road.

Over the long term, further HGV restrictions will be considered across the wider Ferrybank/Belview area in tandem with the potential future delivery of the downstream river crossing and Ferrybank Relief Road.

## 12.8 Parking Management

Prudent management of car parking availability will be essential to achieve a change in travel behaviour in the Plan area, particularly for short journeys.

Key areas for consideration include:

- Provision of dedicated Park and Ride Facilities that align with BusConnects and Active Travel proposals at the following locations:
  - Newrath Rd. / Ballyrobin area (as identified in WMATS).
  - Within the vicinity of Slieverue Roundabout (R711/N29) including consideration of a dedicated welfare facility for HGV users in this area.
- Maximising the efficiency of existing off-street car parking assets and taking an area-based approach to car parking in Ferrybank, including consideration of multi-modal mobility hubs.
- Consider the co-location of sustainable transport such as cycle parking, car clubs and bus stops as mobility points.
- Update car parking standards to ensure alignment with updated guidance outlined in the Sustainable Residential Development and Compact Settlements Guidelines. This should include the introduction of maximum car parking standards in areas close to planned BusConnects routes and the Active Travel Bridge.

The table below shows the proposed implementation timelines for active travel measures as part of the LTP.

PT 3	Bus Stops and Shelters			
FT 4	Waterford-Rosslare Europort Railway Line			
<b>Roads and Traffic Management</b>				
RN 1	Principles of Road and Traffic Management			
RN 2	National Roads Requirements			
RN 3	Safeguarding the N25 Waterford to Glenmore Scheme			
RN 4	N29 Improved Access to Belview Port			
RN 5	N24 Improved Access to Grannagh Business Complex			
RN 6	Newrath Link Road			
RN 7	New Roads: South-North Access Road			
RN 8	New Roads: Ferrybank Relief Road			
RN 9	Downstream Crossing Feasibility Study			
RN 10	Managing HGV Movement			
RN 11	Speed Limits			
RN 12	Junctions and Roundabouts			
<b>Car Parking Management</b>				
PM 1	Sustainable and Compact Settlements: Guidelines			
PM 2	Maximum Car-parking Standards			
PM 3	Park and Ride Facilities			
PM 4	On-Street Car Parking - General Approach			
PM 5	Area Based Car Parking Strategy			
PM 6	Ferrybank District Centre as a Mobility Hub			
PM 7	Mobility Points			
PM 8	South-East Greenway - Trailhead Parking Facilities			
<b>Monitoring and Review</b>				
MR 1	Monitoring and Review			

No.	Objective	Short term (Up to 2028)	Medium term (Up to 2031)	Long term (Post 2031)
<b>Active Travel Network</b>				
AT 1	Proposed Mode Share Targets			
AT 2	Safe Routes to School			
<b>Walking and the Public Realm</b>				
WK 1	Pedestrian Network Improvements			
WK 2	Strategic Walking Network - Belmont Urban Village			
WK 3	Strategic Walking Network - Belmont Road (East)			
WK 4	Strategic Walking Network - Abbey Road			
WK 5	Strategic Walking Network - Rockshire Road			
WK 6	Strategic Walking Network - Dock Road and Fountain Street			
WK 7	Upgrades to the Fountain St. (R711) / Abbey Rd. Junction			
WK 8	Strategic Walking Network - South-North Access Road			
<b>Cycling and Micromobility</b>				
CY 1	Ferrybank-Belview Cycling Network			
CY 2	Quietways			
CY 3	Bicycle Shared Schemes (BSS) and Micromobility			
CY 4	Bicycle Parking Strategy			
<b>Permeability and Greenways</b>				
PG 1	Permeability Opportunities			
PG 2	South-East Greenway			
PG 3	Linking Waterford Greenway to the South-East Greenway			
PG 4	Suir Riverside Blueway			
<b>Public Transport Network</b>				
PT 1	Waterford BusConnects			
PT 2	New and Existing Local Link Services			

### 12.9 Mobility Management Plans (MMPs)

Mobility Management Plans (MMPs) or Workplace Travel Plans are a supporting measure that encourage employees to reduce instances of single-occupancy car use and to adopt more sustainable forms of transport as part of their daily commutes.

While typically required through the development management process, these can be also be instigated on a collaborative and area-based level – for example around a cluster of employment sites, or specific to a single workplace or school through the Green Schools process.

Key locations within the Plan area that may warrant such a proactive approach include.

- The Belview Port area including any future expansion of the IDA site.
- Grannagh Business Complex (G.B.C.).
- Existing schools through the Green Schools Smarter Travel Programme
- New schools developed over the Plan period.

The NTA’s Workplace Travel Programme provides a useful template for organisations that wish to reduce emissions and sustain healthier lifestyles.

### 12.10 Movement and Active Travel Objectives

The following list sets out a range of key transport measures drawn from the detailed ‘*Summary of Recommended Measures*’ available in **Appendix A** of the **Draft Ferrybank Local Transport Plan**. The below-listed measures underpin the delivery of the Ferrybank/Belview Framework Plan. Objectives are also included earlier in Chapter 6 with regards to Belmont Road and for reconfiguration of existing roundabouts to prioritise pedestrians and cyclists

#### Active Travel Measures

##### Proposed Mode Share Targets

**MAT1** (AT1) The following mode-share targets have been applied to journeys less than 8km within the LTP Study Area: 55% Non-Car, 45% Car.

##### Safe Routes to School

**MAT2** (AT2) Kilkenny County Council (KCC) will facilitate and encourage safer, more accessible and more sustainable trips to and from Ferrybank-Belview's primary and secondary schools through the implementation of strategic Safe Routes to School improvements. The scope of these improvements will encompass:

- Abbey Road (Our Lady of Good Counsel G.N.S.; Abbey Community College).
- Belmont Road (St. Mary's B.N.S.).
- Proposed new school site at Ferrybank District Centre. KCC will also ensure that all SRTS measures proposed for the Abbey Road will tie in with and compliment the future interim improvements at the Fountain Street / Abbey Road Junction.

**Walking and Public Realm Measures**

Pedestrian Network Improvements

**MAT3** (WK1) Kilkenny County Council (KCC) will work with key stakeholders, including TII and NTA, to improve the safety, attractiveness, liveability, and active travel function provided by the Study Area's Arterial, Link & Local Streets. This will include:

- Upgrading and retrofitting of existing footpaths.
- Providing new footpaths where necessary.
- Implementing new speed limits and traffic calming measures where necessary.
- Retrofitting cul-de-sac development and implementing filtered permeability measures.
- Implementing public realm improvements, such as soft landscaping, tree planting etc.
- Establishing permeability links between key locations, including the development of a Ferrybank Green Corridor.

The Local Transport Plan (LTP) that accompanies this document provides more detail on improvements to the Active Travel Network that that KCC will

pursue over the lifetime of the Plan either in tandem with BusConnects Waterford improvements or as standalone projects. Key measures include:

Strategic Walking Network – Belmont Urban Village

**MAT4** (WK2) KCC will identify and deliver a suite of active travel and placemaking measures to support the aspiration of a traffic-calmed urban village on Belmont Road. These will include at a minimum:

- Removal and reconfiguration of the gyratory systems at Belmont Roundabout and the Avenue to support active travel.
- Reducing maximum speed limits to 30km/h within the built-up section of the urban village itself.
- Narrowing existing carriageway lanes to encouraging reduced speeds.
- Removing street clutter, including guard rails and unnecessary signage.
- Provide better opportunities to cross on desire lines.
- Implement junction tightening at minor junctions.
- Enhance local permeability to Belmont Road from adjacent existing and future residential areas.

Strategic Walking Network – Belmont Road (East)

**MAT5** (WK3) KCC will undertake the following measures to provide a safer, more attractive environment on Belmont Road (east):

- Strengthen the existing transition zone at Milepost junction.
- Reconfigure Belmont Roundabout to include formal crossing points.
- Deliver dedicated cycling facilities in accordance with the CDM (Long-term) In the longer term, KCC will also provide an upgraded continuous active travel facility on the BusConnects Alignment on Belmont Road, extending from Milepost junction to Slieverue Village via Milepost village to align with the SE Greenway Southern Connectivity Link.

Strategic Walking Network – Abbey Road

**MAT6** (WK4) KCC will undertake the following measures in tandem with the BusConnects Waterford roll-out, to provide a safer, more attractive environment at Abbey Road:

- Provision of continuous footpaths, prioritising the missing sections of footpath between Leaca Árd and Ross Abbey Neighbourhood Centre, and the northern section of Tuar na Blátha.
- Local junction tightening at the entrance to all residential and local streets in alignment with DMURS standards.
- Upgrade footpath widths and priority over private entrances to DMURS standards for new residential developments through Development Management.
- Redesign of the existing roundabout at the Ross Abbey Neighbourhood Centre to facilitate dedicated crossing facilities.
- The introduction of a 30km/h speed limit between the Fountain Street Junction and the Ross Abbey Neighbourhood Centre in line with the 2023 Speed Limit Review recommendations for urban areas.
- Deliver Safe Routes to School treatments in proximity to Our Lady of Good Counsel G.N.S. and Abbey Community College to create a safer environment for children to walk and cycle to school.
- Realigning carriageways in line with DMURS standards.
- Providing gateway and transition zone treatments to the east of the Ross Abbey Neighbourhood Centre to signal the approach into a low-speed, urban environment.
- Maximise permeability and accessibility opportunities between proposed bus stops, and existing and future housing estates.

Strategic Walking Network – Rockshire Road

**MAT7** (WK5) In tandem with the roll-out of BusConnects measures, KCC will identify and deliver measures to support a safer environment for pedestrians and cyclists, including:

- Upgrade junctions to support pedestrians and cyclists, prioritising the ‘Y-Junction’ with the Ballyrobin Road.

- Explore opportunities for new crossing points at existing entrances and identified desire lines.
- Traffic-calming improvements, including the introduction of variable speed limits considering the topography of the road.
- Dedicated active travel provision including segregated cycle provision.
- Support local permeability between housing areas.

Strategic Walking Network – Dock Road and Fountain Street

**MAT8** (WK6) KCC will engage with Waterford County Council, the NTA, and all relevant stakeholders to review the layout and function of the Dock Road and Fountain Street with a view to further reducing their community severance effect and improving pedestrian and cyclist safety and desire lines to local services, schools and Waterford city centre on an on-going basis. At a minimum this should include:

- Further reduction in carriageway widths in-line with DMURS classifications for an urban street.
- Re-assessment of the need for left- and right-turn lanes onto the Dock Road at some intersections particularly at Rockshire Road and Abbey Road.
- Consideration of local junction tightening and continuous footpaths over minor junctions and private entrances.
- Consideration of 30km/h speed limits in built-up areas, particularly within the vicinity of schools.

Upgrades to the Fountain St. (R711) / Abbey Rd. Junction

**MAT9** (WK7) KCC will collaborate with WCCC and the NTA to examine future opportunities to rebalance public space at this junction that should consider, at a minimum:

- Reassessing need for a roundabout at the junction of Fountain St and Abbey Road and to provide opportunities to cross.
- Assessing need to provide DMURS aligned carriageway reductions at the realigned Abbey Road to provide traffic-calming / speed reductions.

- Maximising safety treatments and landscaping opportunities close to the entrance of Our Lady of Good Counsel G.N.S. and Abbey Community College.

Strategic Walking Network – South-North Access Road

**MAT10** (WK8) KCC will deliver a South-North Access Road, equipped with dedicated provision for pedestrians and cyclists, during the lifetime of the plan, in addition to:

- Providing site-specific traffic calming measures.
- Provide pedestrian and cycle priority over local junctions in accordance with the NTA’s Cycle Design Manual.

Cycling and Micromobility Measures

Ferrybank-Belview Cycling Network

**MAT11** (CY1) Kilkenny County Council (KCC) will work in collaboration with Waterford City & County Council, the NTA, TII to develop the Ferrybank-Belview Cycle Network prioritising the following:

- Belmont Road West (from South-North Road to boundary with Waterford).
- Abbey Road (to Ross Abbey Neighbourhood centre).
- Rockshire Road.
- South-North Road at Clover Meadows.
- SE Greenway links under construction at Kilmurphy, Clover Meadows and Abbey Community College.
- New links from the SE Greenway identified in Chapter 14 of the LTP that support access to community facilities, schools and employment in the Ballyvalla/Belview Port area.
- Links from the Waterford Greenway at Bilberry to the SE Greenway In the medium to long-term, dedicated Active Travel links will be realised in the following areas:
- Belmont Road East from Slieverue.

- Abbey Road – Ross Abbey to N29.
- N29 (see Roads chapter of LTP).
- The Suir Blueway and N-S links to Abbey Road/IDA site.
- Newrath Link Road as part of a Boulevard approach (see Roads chapter of LTP).
- N24 Grannagh Castle to Business Centre– see Roads chapter of LTP.

Priority areas may change subject to funding and alignment with other schemes such as the roll-out of BusConnects.

Quietways

**MAT12** (CY2) KCC will work in collaboration with WCCC and other stakeholders to identify and enhance the development of Quietways/Cycle Street Networks.

- At the Marymount /Bishopsgrove junction on Rockshire Road.
- In existing residential areas between the Abbey Road and Belmont Road prioritising the enhancement of the existing link between Fíodh Mor and The Avenue and a new link to the future Greenway access at Clover Meadows.
- Through the creation of permeable street networks in all development sites through the development management and master planning process.

Bicycle Shared Schemes (BSS) and Micromobility

**MAT13** (CY3) KCC will work with the NTA and Waterford City and County Council to:

- Identify locations in Ferrybank suitable for inclusion in the TFI Bike Share scheme, for consideration in any future scheme expansions. Such locations would prioritise the environs of the Active Travel Bridge, the SE Greenway and Ferrybank District Centre.

- Examine the feasibility of other forms of shared micromobility schemes such as e-bikes and e-scooters where the topography is particularly challenging.

Ferrybank-Belview Cycle Parking Strategy

**MAT14** (CY4) KCC will work with Waterford City and County Council and the NTA to develop a Cycle Parking Strategy for the Ferrybank-Belview area to identify and deliver high-quality cycle parking throughout the Study Area at a range of key destinations, including but not limited to: Within Ferrybank-Belview:

- Ferrybank Shopping Centre and sports complexes.
- Ross Abbey Neighbourhood Centre.
- Belview Port.
- Grannagh Business Complex.

Within Waterford City & County Council:

- The Integrated public transport hub.
- Our Lady of Good Counsel G.N.S.
- St. Mary's B.N.S.
- Abbey Community College.
- SETU Campuses.
- IDA Industrial Estate, Waterford.
- Waterford City Centre.

In advance of a dedicated Cycle Parking Strategy being developed, KCC will prioritise the delivery of improved cycle parking facilities in areas of high demand in the short-to-medium term.

**Permeability and Greenway Measures**

Permeability Opportunities

**MAT15** (PG1) KCC will continue to explore opportunities to identify and realise new permeability links through the development management process and greenway development. The NTA's Permeability Best Practice Guide shall be used as a guide in all instances.

South-East Greenway

**MAT16** (PG2) In addition to committed access points to the SE Greenway, KCC, TII and the NTA will consider the feasibility of access points at the following locations in order to maximise the Greenway's value as a sustainable active travel corridor for functional commuting and / or recreational amenity:

- Árd Glas/ Abbeylands.
- IDA Science & Technology Park (Ballyvalla).
- N29 / Port Road.
- PeafieldPG3.

Linking Waterford Greenway to the South-East Greenway

**MAT17** (PG3) KCC in partnership with Waterford City and County Council, the NTA and TII will realise the completion of a legible and complete link from Grattan Quay (at the Waterford Greenway) to the beginning of the South-East Greenway within the LTP Study Area. Suir Riverside Blueway

**MAT18** (PG4) KCC will work with relevant stakeholders including the Port of Waterford, Irish Rail, the IDA, TII and the NTA, to support the provision of a greenway route connecting the Active Travel Bridge and Belview Port.

**Public Transport Measures**

Waterford BusConnects

**MAT19** (PT1) Kilkenny County Council (KCC) will liaise with the NTA and other relevant stakeholders with a view to:

- Supporting the delivery of BusConnects Waterford’s proposed routes within the Ferrybank-Belview area.
- Assessing feasibility of extending Route 4B from Abbey Road to Belmont Road via the South-North Access Road in medium-to-long term.
- Considering the expansion of Route 4P service to Belview Port via the N29.
- Considering a dedicated bus turnaround facility with adequate layover spaces as part of any future development of the lands at Mullinabro, north of Newrath Road

New and Existing Local Link Services

**MAT20** (PT2) In collaboration with the NTA Service Planning Team and TII, KCC will undertake feasibility assessments to assess the viability of the following at a minimum:

- Expansion of Local Link No. 627 to serve Grannagh Business Complex, facilitating the future development of areas zoned for strategic growth / longer-term expansion and to provide a new bus link for employees at Grannagh.
- Increasing the frequency of the existing Local Link No. 501 Mooncoin to Waterford service and including a new stop at the G.B.C. to better serve employees.
- Provision of Local Link / Shuttle between Ross Abbey Centre and Belview Port via Abbey Road. This assessment should be undertaken in collaboration with the Port of Waterford and other key stakeholders.

Bus Stops and Shelters

**MAT21** (PT3) KCC will carry out a feasibility study regarding:

- The upgrading of existing stops within the Study Area to include shelters, Real Time Passenger Information (RTPI), standardised bus stop signage, accessibility features, and landscaping where applicable.

- The provision of additional bus stops, bus layover and terminus facilities at high-demand locations.

**Roads and Traffic Management Measures**

Principles of Road and Traffic Management

**MAT22** (RN1) Kilkenny County Council (KCC) will work with the NTA, TII, and all other relevant stakeholders to:

- Safeguard the National Road Network as per RN2 below.
- Retrofit existing road and street network within Ferrybank-Belview area to enable multi-modal trips to schools, workplaces and community facilities.
- Develop road objectives in the upcoming Ferrybank-Belview Framework Plan (FP) which prioritise walking, cycling, and public transportation provision.

National Roads Requirements

**MAT23** (RN2) KCC will preserve the strategic function and safety of the National Roads Network in accordance with the DoECLG Spatial Planning and National Roads Guidelines and in compliance with TII Publications (Standards and Technical) and subject to the agreement of TII. In particular, Kilkenny County Council will:

- Continue to contain development within the existing built-up footprint, thereby minimising sprawl and reducing the distances of journeys and reliance on private vehicles and preserve the strategic function and safety of the N24, N25 and N29.
- Avoid development access and intensification of access onto the National Road network, to maintain its safety and strategic transport function, in accordance with the provisions of official policy.
- Ensure that any LTP proposals that interact with the N24, N25 and N29 comply with TII Publications.

Safeguarding the N25 Waterford to Glenmore Scheme

**MAT24** (RN3) Subject to consultation and agreement with TII, Kilkenny County Council will ensure that any recommendations or additional improvements to the National Roads implemented over the lifetime of the Plan safeguard the provision of the N25 Waterford to Glenmore Scheme.

N29 Improved Access to Belview Port

**MAT25** (RN4) KCC will work with the NTA, TII, and relevant stakeholders at Belview Port to:

- Assess the feasibility of providing dedicated off-road Active Travel facilities connecting the South-East Greenway and Abbey Road to employment centres at Belview Port and Marine Point, and the wider area.
- Introduce a reduced speed limit of 60 km/h on the section of the N29 between the Rathculliheen Junction and Belview Port, with supporting traffic calming interventions.
- Ensure the proposed roundabout at Rathculliheen supports safe pedestrian and cycling movement as per updated CDM Standards.
- Examine the feasibility of providing dedicated welfare and overnight parking facilities to reduce dangerous parking on the hard shoulder, including consideration of tie-in with the proposed P+R near the Slieverue Roundabout.
- Update the IDA Masterplan with a view to providing sustainable transport accessibility to the Port and consolidated access points on the N29 in line with Spatial Planning and National Roads Guidelines for Planning Authorities.
- Work with TII to implement the objectives included in the CDP with respect to the N29/Port Road to include
  - 5J To continue to work with Transport Infrastructure Ireland to finalise an approach for access to the zoned lands along the N29 at Belview.
  - 12U Construct a roundabout on the N29 at the L3412 (Rathculliheen) junction.
  - 12V Provide for traffic calming measures between the roundabout and the port gate on the N29.

- 12W To introduce a 60km/hr speed limit on the section of the N29 between the roundabout and the port gate.

These proposals shall have regard to TII publications including:

- *The Treatment of Transition Zones to Towns and Villages on National Roads* (TII Publications DN-GEO-03084).
- TII-NGS Circular No. 2 of 2022 – *Application of Guidelines and Standards in relation to works on Public Roads in Ireland*.

N24 Improved Access to Grannagh Business Complex

**MAT26** (RN5) KCC, Waterford City & County Council, TII and the NTA will work with relevant stakeholders with a view to improving Active Travel accessibility along the N24 between Grannagh Castle and Grannagh Business Complex (G.B.C.). At a minimum this will include:

- Delivery of dedicated active travel facilities between Grannagh Castle and the G.B.C. in line with WMATS and CycleConnects proposals.
- Assessing the feasibility of upgrading and extending existing active travel facilities near Grannagh Castle, including:
  - Provision of facilities along L726
  - Provision of a cross-river link to the Waterford Greenway via the Red Iron Bridge as a long-term measure. KCC will work with WCCC to undertake a feasibility study to reinstate the Red Iron Bridge crossing connecting Waterford Greenway to Grannagh Wetlands.
- Encouraging development of a Mobility Management Plan for the G.B.C. to ensure that future expansion is underpinned by sustainable transport principles and does not induce additional private car commutes.

Newrath Link Road

**MAT27** (RN6) KCC, Waterford City & County Council, TII and the NTA will work with relevant stakeholders with a view to a future re-design of the Newrath Link Road. At a minimum this will include consideration of the following points:

- Providing gateway and transition zone improvements to encourage safer driver behavior and reduced vehicle speeds on approach to Ferrybank’s urban boundary.
- Incorporating dedicated cycling facilities as supported by WMATS and CycleConnects.
- Delivering various placemaking elements, Green Infrastructure and landscaping where feasible to support the creation of a boulevard-style approach road that is safe for all users, in line with DMURS guidance.

New Road: South-North Access Road

**MAT28** (RN7) KCC and the NTA will work with relevant stakeholders to deliver the committed South-North Access Road. Key elements of the South-North Access Road include:

- A new road link between Abbey Road and Belmont Road via Abbey Gate in the south and Clover Meadows in the north, facilitating north-west permeability and future development of zoned lands for residential use.
- Re-routing of traffic bound for Abbey Road away from the built-up core of Belmont Urban Village.
- Dedicated active travel facilities throughout, including access to the South East Greenway.
- Identification of opportunities for additional local improvements such as wayfinding, landscaping, and Sustainable Drainage Schemes (SuDS).

New Roads: Ferrybank Relief Road

**MAT29** (RN8) KCC will collaborate with the NTA, TII and other stakeholders undertake a feasibility study of the proposed Ferrybank Relief Road with a view to its potential delivery in the medium to long-term. The assessment will consider the following:

- Its phasing in line with future development in existing landbanks around the Newrath / Ballyrobin and Belmont Park areas.

- Its ability to incorporate a future orbital BusConnects service and active travel facilities.
- Its ability to remove through-traffic from the Belmont Urban Village and North Quay’s SDZ area and support a more ambitious re-shaping of public space in the Dock Road, Abbey Road, Fountain Road and Belmont Road areas.
- Environmental and visual amenity impacts including potential impacts on the setting of the Rockshire Hill ridgeline.

Downstream Crossing Feasibility Study

**MAT30** (RN9) A feasibility study will be undertaken by KCC & WCCC, in consultation with the NTA and TII, during the lifetime of the Plan with a view to identifying a Protected Corridor for a long-term delivery of a Downstream River Crossing (DRC). At a minimum the study should consider:

- The potential to reduce reliance on the Edmund Rice Bridge for strategic and local traffic.
- The capacity for the delivery of the proposed river crossing to remove through traffic within the Study Area at Abbey Road, Fountain Road/Belmont Road and Waterford City Centre and North Docks’ SDZ.
- The need to underpin long-term growth at Belview Port.
- The potential for the proposed river crossing to improve access to the regionally significant University Hospital Waterford.
- The capacity to support multi-modal facilities (active travel and public transport) including reduced journey times.
- It’s ability to provide for HGV restrictions within the Study Area.
- Full environmental assessment on the impacts of the proposed development on the Lower River Suir SAC and sensitive locations at Maypark and Abbey Road.

Managing HGV Movement

**MAT31** (RN10) It is a long-term ambition of KCC to deliver HGV restrictions on the Abbey Road and Belmont Road in the medium-to-long term in order to improve safety for all road users.

Speed Limits

**MAT32** (RN11) Subject to consultation with relevant stakeholders, KCC and WCCC shall consider the implementation of reduced speed limits in urban environments in line with the Speed Limit Review 2023 and the Road Traffic Act 2024, to improve safety for all users.

Junctions and Roundabouts

**MAT33** (RN12) KCC will adhere to the design standards and principles for junctions identified as follows, in order to ensure pedestrian and cyclist priority at any new junctions:

- Design Manual for Urban Roads and Streets
- Cycle Design Manual
- Spatial Planning and National Roads Guidelines for Planning Authorities
- TII Publications, including the Treatment of Transition Zones to Towns and Villages on National Roads.

KCC will therefore ensure the following:

- Upgrading existing junctions and review of roundabouts and gyratory systems on Regional and Local roads informed by DMURS in priority areas such as Belmont Road, Abbey Road and Rockshire Road.
- On the National Road Network, ensure that junctions and transition zones are compliant with the standards outlined in TII Publications.

**Car Parking Management Measures**

Sustainable and Compact Settlements: Guidelines

**MAT34** (PM1) Kilkenny County Council (KCC) will make necessary adjustments to the *Kilkenny County Council Development Plan Residential Car Parking Standards* to support the provision of ‘Special Planning Policy Requirement 3: Car Parking’ standards, as outlined in the *Sustainable and Compact Settlements: Guidelines for Planning Authorities*, for the Ferrybank-Belview Area.

Maximum Car-parking Standards

**MAT35** (PM2) The maximum rate of car-parking provision for residential development will be determined on the basis of proximity and accessibility to Ferrybank-Belview’s central transport node (future Integrated Multi-modal Transport Hub / North Quay SDZ). On this basis, parking standards will be determined by consideration of the following key factors:

- Lands within 500m of Future Train Station / North Quay SDZ.
- Lands within 1,000 m of Future Train Station / North Quay SDZ.
- Proximity to BusConnects Route 4 and potential changes to routes 4a and 4b following the construction of the south-north link road.

Permissible parking numbers should be considered as maximum only and opportunities for car-free and car-lite development will be considered as well as the availability of existing parking assets within the locality.

Park and Ride Facilities

**MAT36** (PM3) KCC will collaborate with the NTA’s Park & Ride Development Office to consider the feasibility of dedicated Park and Ride Facilities.

On-Street Car Parking – General Approach

**MAT37** (PM4) KCC’s approach to on-street parking will:

- Reallocate kerbside spaces where appropriate to support BusConnects, active travel and local environmental improvement measures
- Consider a need to extend controlled parking measures on local streets that prioritises residents and discourages long-stay commuting parking
- Support a hierarchy of parking need in mixed-use areas, prioritising the needs of disabled users, Age Friendly users, and short-stay shopping
- Redirect long-stay parking to existing off-street facilities wherever feasible.

- Where provided, ensure that on-street Electric Vehicle Charging Points (EVCP) do not restrict footpath widths, create trip hazards or impede pedestrians including those with mobility needs.

Area Based Car Parking Strategy

**MAT38** (PM5) KCC will adopt an area-based parking approach and work with relevant stakeholders in the following areas:

Belmont Urban Village / District Centre

- Optimise the use of existing off-street car parking provision at the Ferrybank Shopping Centre and The Avenue to support future mixed-use development, Park and Stride opportunities, religious services and sports facility parking for Ferrybank GAA and Ferrybank AFC.
- Discourage the provision of additional on and off-street parking or drop-off facilities in the area.
- Upgrade walking routes and crossing points from these car parking areas to key services on Belmont Road including the Primary Care Centre, Library, sports facilities, places of worship and schools.

Ross Abbey Neighbourhood Centre

- Better integrate the existing surface car parking with walking, cycling networks and future BusConnects set-down areas.
- Identify opportunities within the surface car parking area for better place-making and Green Infrastructure.

Ferrybank District Centre as a Mobility Hub

**MAT39** (PM6) KCC will work local stakeholders and property owners to maximise the potential of the largely underutilised Ferrybank Shopping Centre to:

- Support a vibrant mix of land uses that minimise the need to support a growing community at Ferrybank.
- Determine the feasibility of its car-parking facility as a district mobility hub that supports a mix of private and public area-based car parking,

sustainable transport facilities and other ancillary uses such as local logistics.

- Upgrade the car park to support E.V charging facilities in line with requirements of the Kilkenny County Development Plan.

Mobility Points

**MAT40** (PM7) KCC will support the establishment of Mobility Points at appropriate highly visible and publicly accessible locations to encourage sustainable mobility, multi-modal trips and Mobility as a service.

South-East Greenway – Trailhead Parking Facilities

**MAT41** (PM8) KCC will facilitate the development of the Trail Head car parking facilities for the South-East Greenway with appropriate measures that disincentivise its use as a long-stay commuter parking option.

Supporting Measures

Wayfinding

**MAT42** (SM1) Kilkenny County Council (KCC) will work with Waterford City & County Council and the NTA to ensure that a consistent wayfinding system will be introduced and maintained across the wider Ferrybank-Belview transport network.

Accessibility

**MAT43** (SM2) KCC will ensure that future developments within the Ferrybank-Belview area, including its public realm and any Active Travel networks, are accessible to all. The following guidance in particular should be referred to and followed:

- Design Manual for Urban Roads and Streets (DMURS)
- Building for Everyone Series, from the National Disability Authority's (NDA) Centre for Excellence in Universal Design
- Age-Friendly Ireland
- Safe Routes to School

- Child Friendly Cities & Communities Handbook

Safety in Public Spaces

**MAT44** (SM3) KCC will ensure that for future developments in the Ferrybank-Belview area, all streetscape and public realm proposals follow the principles of Universal Design. Kilkenny County Council will also consider the following elements to improve the safety of public space and ensure that all members of the community feel safe:

- High-quality lighting
- Active ground floor frontage
- Legibility and wayfinding (provide clear sightlines through a space)
- Co-design with local community groups where possible

Car Clubs

**MAT45** (SM4) KCC will work with key stakeholders to introduce car club operators into the Study Area with likely areas including:

- Ferrybank Shopping Centre
- Ross Abbey Neighbourhood Centre
- Areas close to the future bus/rail interchange at North Quays
- Suitable locations close to public transport potentially as part of Mobility Points

Mobility Management Plans (MMPs)

**MAT46** (SM5) KCC will require MMPs in planning applications for trip intensive developments including schools, Such locations include, but are not limited to:

- Belview Port
- Grannagh Business Complex (G.B.C.)
- IDA Science & Technology Park
- Belmont Road

For developments outside of these locations, developers will provide Travel Plans where KCC is of the opinion that one is required.

Sustainable Urban Drainage Systems

**MAT47** (SM6) KCC will ensure that the appropriate SuDS elements will be incorporated into any future development within the Ferrybank-Belview area.

Playful Streets

**MAT48** (SM7) KCC will investigate the potential to implement Playful Street Schemes throughout neighbourhoods in Ferrybank-Belview and implement where possible.

Healthy Streets™

**MAT49** (SM8) KCC will work with relevant stakeholders to ensure that active travel and public realm projects in Ferrybank-Belview take into consideration the 10 indicators of Healthy Streets™.

Public Art

**MAT50** (SM9) KCC will work with relevant stakeholders and local artists to create a high-quality urban centre in Ferrybank, through the appropriate application of public art installations, art murals and other cultural / creative design.

Monitoring and Review

**MAT51** (MR1) KCC will continue to monitor and report on the delivery of the Ferrybank-Belview Local Transport Plan as necessary.

## 12.11 Movement and Active Travel Development Management Standards

**MAT-DM1** KCC will require new development proposals to maximise permeability and active travel as part of the development management process throughout the Plan area, particularly in areas close to proposed BusConnects corridors. This includes:

- Abbey Road
- Belmont Road
- Rockshire Road
- The future South-North Access Road (*Clover Meadows to Abbey Gate*)
- The future Ferrybank Relief Road

**MAT-DM2** Require Mobility Management Plans, Workplace Travel Plans and School Travel Plans as required, using a collaborative / area-based approach for new schools, workplaces and other key locations within the plan area.

### 13.0 Infrastructure

#### 13.1 Water Services

##### 13.1.1 Water Supply

The Ferrybank/Belview area is served by the South Kilkenny Water Resource Zone (RZ). A ground water source in Kilmacow supplies the scheme and is treated at the Mullinabro Treatment Plant. There are also reservoirs in Belmont to provide storage for the water supply. The map below highlights the locations of this infrastructure. Currently it is envisaged that there is capacity available in the South Kilkenny WRZ to cater for the residential population targets identified in the Kilkenny CDP and in the RSES for the Ferrybank Belview area. Uisce Éireann are currently workshopping a capital investment project to upgrade the mains downstream of Ballinvoher Reservoir that will provide additional capacity in the area north of Ferrybank.

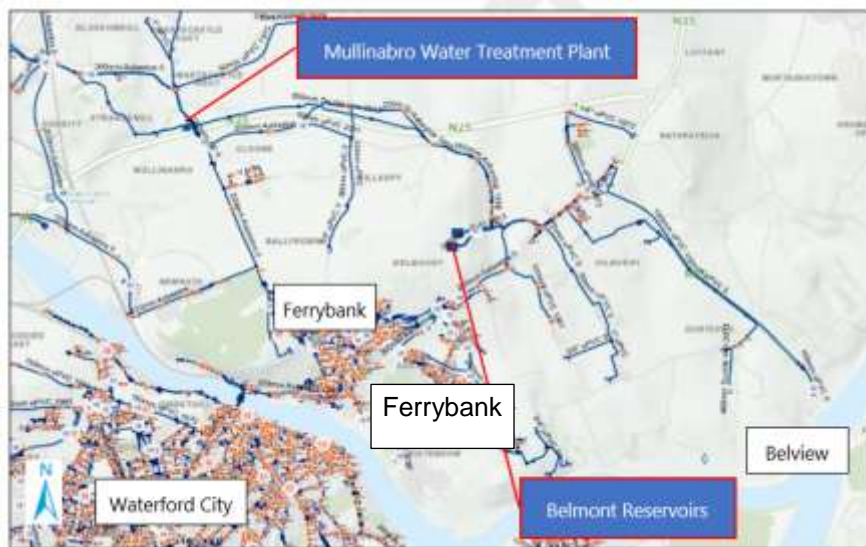


Figure 13-1 Watermain map (Source: Uisce Éireann)

The latest water capacity register for the county was published in August 2025 and is available on the Uisce Éireann website at [www.water.ie/connections/developer-services](http://www.water.ie/connections/developer-services).

##### 13.1.2 Wastewater

The Ferrybank Belview area is served by the Waterford City WWTP which also serves Waterford City. Currently it is envisaged that the Waterford City WWTP has capacity to cater for the residential population targets identified in the Kilkenny CDP and in the RSES for the Ferrybank/Belview area. The latest wastewater capacity register for the county was published in August 2025 and is available on the Uisce Éireann website at [www.water.ie/connections/developer-services](http://www.water.ie/connections/developer-services).

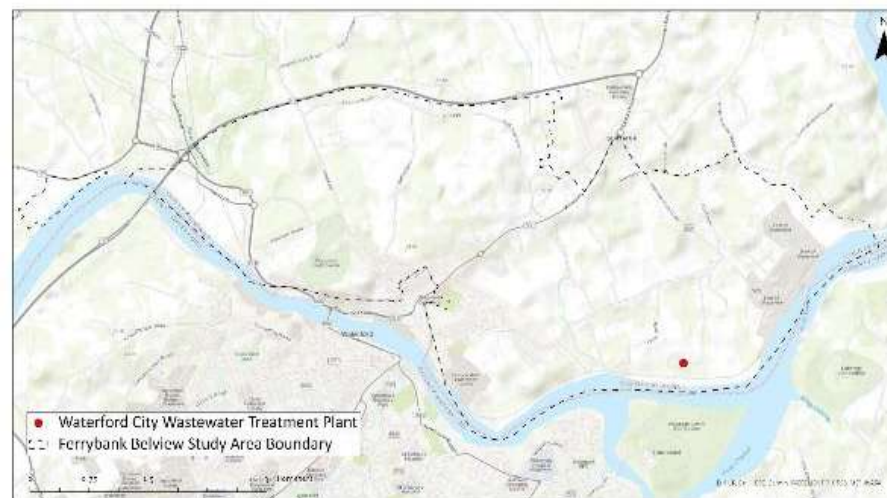


Figure 13-2 Location of the Waterford City Wastewater Treatment Plant (Source: Uisce Éireann)

Figure 13-3 shows the sewer network for Ferrybank. This drawing was provided by Uisce Éireann.



Figure 13-3 Sewer network Ferrybank/Belview (Source: Uisce Éireann)

The Kilkenny CDP notes that Belview Industrial Area is supported by significant water, wastewater and gas capabilities. Uisce Éireann part funded the Ferrybank WWPS upgrade project, which involved the relocation and upgrading of the Ferrybank WWPS which is sized to cater for growth in the Ferrybank area. The pump station project is almost complete. Currently it is envisaged that capacity is available in the wastewater networks in the Ferrybank/Belview area. Local network upgrades would need to be delivered in some areas to provide capacity to individual sites, these can be customer driven/funded in accordance with the requirements of Uisce Éireann’s Connections Charging Policy. Further information on this process is available at: <https://www.water.ie/connections/developer-services/>.

**13.1.3 Surface Water & Flood Management (Kilkenny County Council)**

According to the EPA (Water Framework Directive Status 2010-2015), one river in the plan area, Smartscastle, was at Moderate status. The other streams in the study area were not monitored. Under the WFD Risk Scores, the River Blackwater was possibly at risk of not achieving good status. Smartscastle Lower Stream was expected to achieve good status, and Curraghmore stream (in the east of the Plan area) was at risk of not achieving good status.

As of 01/08/2023, the Smartcastle Stream is at unsatisfactory ecological quality. The Blackwater (Kilmacow) was at good ecological quality at the uppermost site (Station 0800). There was a slight improvement in the invertebrate composition indicates. There was good ecological quality at Station 0300 also. The two lowermost sites assessed (Stations 044 and 0450) were at moderate ecological condition.

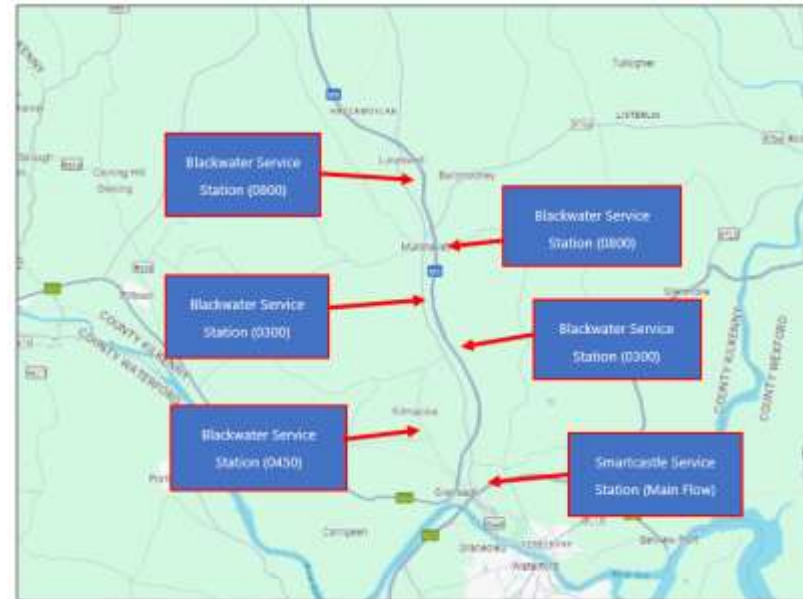


Figure 13-4: Shows the various water service stations mentioned above (Source: KCC and DBFL)

A Strategic Flood Risk Assessment was carried out as part of this Plan and is attached as Appendix 1 to the Strategic Environmental Assessment. This SFRA was an iterative process and informed the making of the Plan.

The land use zoning provided for by the Plan has been informed by the SFRA process and associated delineation of flood risk zones. The detailed Plan preparation process undertaken by the Planning Department combined with specialist input from the SFRA process facilitated zoning that helps to avoid inappropriate development being permitted in areas of elevated flood risk.

Flood risk management and drainage provisions are already in force through the Kilkenny CDP and related provisions have been integrated into the Plan.

The most significant flood risk within the Plan area is from fluvial sources (caused when the capacity of a river or stream is exceeded or the channel is blocked or restricted; such waterbodies affecting the Plan area include the River Suir and its tributaries) and coastal sources (caused by higher sea levels than normal that cause flooding, with risk present from the Middle and Lower Suir estuary along the Plan area’s southern boundary). There are also other sources of flooding present including from pluvial (rainwater) and surface drainage systems sources.

Sustainable Urban Drainage Systems (SuDS) and other Nature Based Solutions (NBS) – including the following:

- Rainwater Management Plans.
- Rainwater harvesting, rain gardens.
- Urban forests, habitat preservation, tree pits, vegetated bio swales, detention basin, ponds, buffer strips and hedgerows.
- Green buildings roofs, green walls, green screens.
- Permeable paving, reinforced grass paving, filtration strips.

These measures can play a significant role in the ongoing sustainable development of Ferrybank/Belview. Nature Based Solutions, especially SuDS, should be introduced wherever possible as part of future developments. SuDS also reduces the risk of flooding and improves the quality of water that enters our watercourses.

Applications for development under the Plan shall not adversely affect a water body’s ability to meet its objectives under the Water Framework Directive, individually as a result of the proposed development or cumulatively, in combination with other developments.

Planned road and public realm projects have the potential to impact on Uisce Éireann assets and projects e.g., tree planting, building over of assets, new connections, requirement to programme upgrade works in advance of road projects. Development in the vicinity of Uisce Éireann assets must be in accordance with Uisce Éireann Standard Details and

Codes of Practice. Diversion Agreements will be required where an Uisce Éireann asset needs to be diverted or altered. Early engagement in relation to planned road and public realm projects is requested to ensure public water services are protected, enable Uisce Éireann to plan works accordingly, and ultimately minimise disruption to the public.

### 13.2 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 is a publicly accessible site, with provision for collection of general waste, green waste, dry recyclables including glass, and hazardous household materials. This site is opened under the name ‘Granny Recycling’ and is located at Grannagh, Co. Kilkenny. The site accepts recycling, waste disposal, and garden waste. There is a Bring Bank located on Rockshire Road.



Figure 13-5: Locations of waste management facilities (Source: KCC and DBFL)

### 13.3 Gas Networks (Gas Networks Ireland)

Ferrybank and Belview are both served by a spur from the Waterford gas pipeline from Great Island Power Station, as noted in the Kilkenny CDP. The Kilkenny CDP notes that Belview has all the infrastructure required for high volume production and is serviced by significant gas capabilities. A new natural gas supply has been delivered because of infrastructural improvements, including the construction and extension of Glanbia. This gas transmission pipeline has been constructed between Ballinlaw (Great Island pipeline) and Belview.



Figure 13-6 Gas transmission line to Belview Port (Source: Gas Networks Ireland and DBFL)

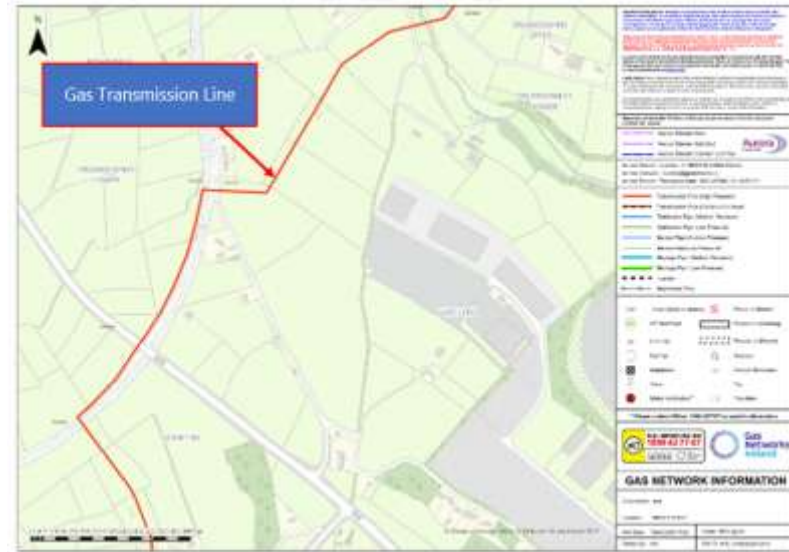


Figure 13-7: Gas Transmission line to Belview Port (Source: Gas Networks Ireland and DBFL)

Areas within the boundary with existing or zoned residential areas that are not connected to a gas line include Newrath Road and residential areas in Rathculliheen and Kilmurry.

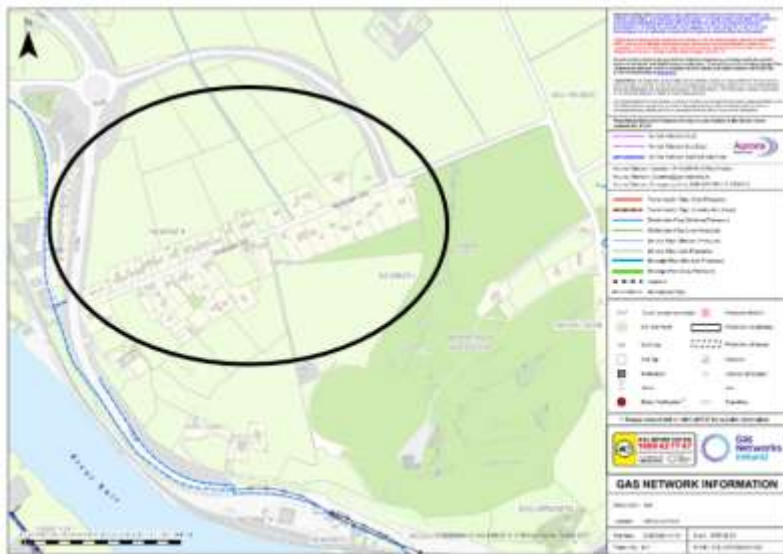


Figure 13-8: Shows a residential area along the Newrath Road without a gas connection (Source: Gas Networks Ireland and DBFL)



Figure 13-9: Shows residential areas in Rathculliheen and Kilmurry without a gas connection (Source: Gas Networks Ireland and DBFL)

### 13.4 Energy (ESB Networks)

The Ferrybank / Belview Framework Plan area is served by a 38kV line, with a substation at Belview. Two larger-scale maps showing the entirety of the overhead and underground powerline network for Ferrybank and Belview respectively are provided in Figures 13.10 and 13.11.

The Ferrybank area is currently supplied from Mount Misery 38kv substation. There is currently no issue with capacity. There is no option to expand this substation due to site constraints.

To advise on capacity limitations then ESB can only respond to definite planning applications. Waterford North Quays will require 4.5MW of capacity for Phase 1 and 1A (current phases). ESB advised future phase 2 and 3, together with phase 1 & 1A would require 10MW, which is not currently available and would require a new 38KV substation. ESB have advised that Phase 2 and phase 3 cannot proceed without a new substation.

The quantum of new residential development envisaged over the lifetime of the Plan would mean that a new Ferrybank 100Kv sub station would be required to supply power to the Ferrybank area. **While development in the order of under 500 units could be supplied from the existing substation, new development of 500-1,000 plus units would require additional capacity.** ESB are now seeking a new site for a substation. ESB need a site within the built-up area of Ferrybank. This is due to the need for proximate transmission i.e. low voltage lines need to be close to large new supply areas.

Kilkenny County Council will support the ESB in the identification of a suitable site for such a substation within the Ferrybank Built Up Area.

Belview is supplied from a separate substation fed from Great Island Power Station. There is no issue with current of future capacity there, and it would be relatively easy to upgrade supply there from Great Island in tandem with future offshore wind generation.



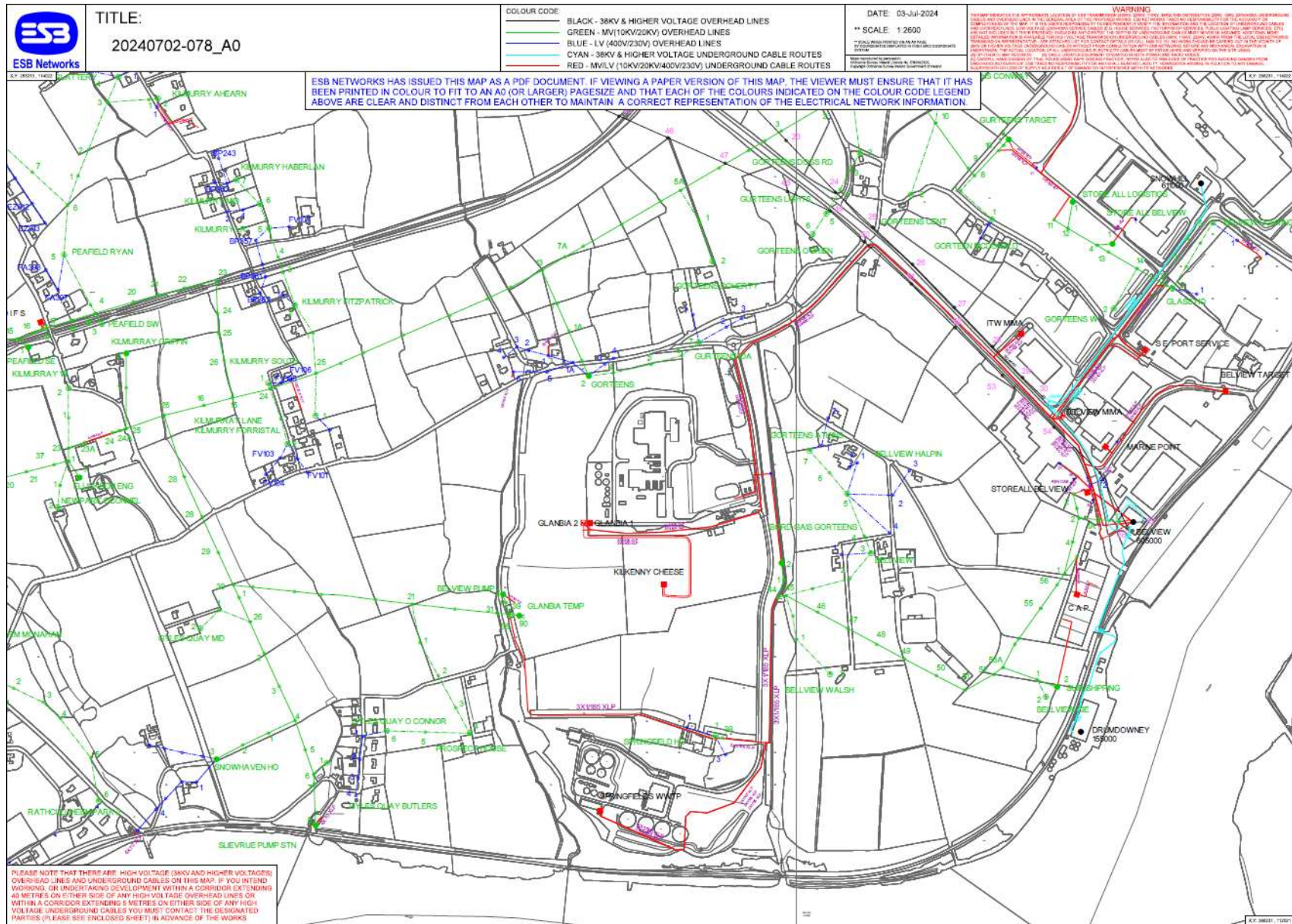


Figure 13-11 Map showing extent of both overhead and underground powerline network throughout the Belview area. Source: ESB.

### 13.5 Control of Major Accident Hazards Directive (Seveso III Directive)

The Major Accidents Directive<sup>26</sup> (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. The HSA (as Central Competent Authority)<sup>27</sup> is required to provide technical advice to the planning authorities, either on a case-by-case basis or generically, while the planning decision remains with the Planning Authority. There is one Seveso (Control of Major Accident Hazards Directive) site in the Plan area; Trans-Stock Warehousing and Cold Storage in Christendom. 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.

### 13.6 Infrastructure objectives

**INF1** 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 and associated Circular PL2/2014](#) follow the sequential approach to flood risk management when assessing the location for new development based on avoidance, reduction and mitigation of flood risk.

**INF2** Maintain the natural wetland characteristics of wet grassland and reed swamps which are currently free from development and act as natural stormwater retention areas.

**INF3** Require, where possible, the relocation of overhead cables underground in urban areas, specifically at the proposed urban village at Ferrybank-Abbeylands and Belview.

**INF4** Facilitate alternative and renewable energy and heating systems and fuels, including district heating, geothermal and Bioenergy.

**INF5** Explore opportunities for Bring Banks as part of any significant commercial planning application.

**INF6** 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

### 13.7 Infrastructure Development Management Standards

**INF-DM1** 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, including the sequential approach. 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.

**INF-DM2** Applications for development in flood vulnerable zones, and accompanying flood risk assessments, shall provide details of appropriate structural and non-structural risk management measures as relevant and appropriate, including, but not limited to specifications of the following (for more details please refer to Section 4 of the accompanying SFRA):

- Floor Levels
- Internal Layout
- Flood-Resistant Construction

<sup>26</sup> EU, [Major Accidents Directive](#) 2012/18/EU

<sup>27</sup>[https://www.hsa.ie/eng/your\\_industry/chemicals/legislation\\_enforcement/comah/land\\_use\\_planning/](https://www.hsa.ie/eng/your_industry/chemicals/legislation_enforcement/comah/land_use_planning/)

- Flood-Resilient Construction
- Emergency Response Planning
- Access and Egress During Flood Events

**INF-DM3** Applications for minor developments such as small-scale infill, small extensions to houses or the rebuilding of houses, and most changes of use of existing uses to existing buildings (residential, commercial or industrial) within flood risk areas will be supported, provided they do not:

- obstruct important flow paths.
- introduce a significant number of people into flood risk areas.
- entail the storage of hazardous substances.
- increase the risk of flooding elsewhere or
- have adverse impacts or impede access to a water- course, floodplain or flood protection and management facilities.

**INF-DM4** Flood risk assessments shall apply the precautionary approach and shall consider climate change impacts and adaptation measures, including details of structural and non-structural flood risk management measures. The SFRA datasets and the most up to date CFRAM Programme climate scenario mapping, together with the allowances to be provided for future flood risk management provided in the OPW’s (2019) *Flood Risk Management Climate Change Sectoral Adaptation Plan* and the guidance on potential future scenarios contained therein, should be consulted by prospective applicants for developments in this regard.

**INF-DM5** Minimise flood risk arising from surface water flooding by promoting the use of natural flood risk management measures including sustainable drainage systems, minimising extent of hard surface/paving, and smart solutions such as innovative green infrastructure. (Refer also to Section 3.5 of the accompanying SFRA “Sustainable Drainage Systems and Surface Water Guidance and Strategy”)

**INF-DM6** 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.

**INF-DM7** 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 700m of Trans-stock will be referred to the HSA.

## 14.0 Implementation and Finance

### 14.1 Introduction

This Plan will rely on different potential sources to put the policies and objectives into practice, such as EU programmes and grants, the National Government, the County Council and the private sector. The Council will expect developers to follow the objectives and development management standards of this Plan in their development plans. Other objectives, especially key infrastructural elements, will need government funding and support. The Council will apply for financing from appropriate sources, both public and private, as well as from EU programmes and grants, when possible.

Local Area Plans Guidelines recommend that LAPs should have an Implementation and Infrastructure Delivery Schedule<sup>28</sup>. While noting that this Plan is a Framework Plan rather than a LAP, developing areas, such as Ferrybank/Belview, need coordinated delivery of social and physical infrastructure in tandem with residential and commercial development. This Plan has discussed the strategic aspects of infrastructure (water services, access etc), but the development of land in private ownership can also help with the overall supply of physical and social infrastructure

Several factors may limit the implementation of a plan, such as the economic climate, political support, local authority budget, and the availability of funding from other sources. Therefore, there is no guarantee of funding for any projects or of implementing all the objectives in the Plan. The Council will try to implement the Plan as fully as possible.

The Council will invite various agencies, including voluntary groups, professional institutions, public and private bodies, and other organisations, to take part in the implementation of the policies and objectives of this Plan, whenever possible.

<sup>28</sup> Department of the Environment, Local Area Plans, Guidelines for Planning Authorities, 2013, p.45

### 14.2 Implementation and Infrastructure Delivery Schedule

There are several relevant strategic infrastructure projects that are currently under development or at feasibility stage. These include:

- South Eastern Greenway (Ferrybank section)
- South-North Link Road
- Clover Social Centre Masterplan

There are a range of projects which have been identified in this Plan which include strategic transport and movement projects, and key social infrastructure projects. These are identified in Table 14-1, along with timelines and responsibilities for advancing each.

Table 14-1 Ferrybank/Belview Framework Plan Strategic Infrastructure Projects

Project	Relevant Objective	Timeline (Short/ Medium/ Long)	Lead/ support
Belmont Road Upgrade – design, construction	BUV1	Medium	KCC/ NTA
Clover Social Centre – design and development	C9	Short	KCC
New playing pitches adjacent to proposed schools’ site – acquisition, design, funding	C9	Medium-Long	KCC DoE
Blueway / Suir River Walkway – feasibility Study	MAT5	Medium-Long	KCC
Red Iron Bridge Feasibility Study	MAT6	Medium-Long	WCCC
South-North Access Road – construction (Abbey Road to Belmont)	MAT13	Short-Medium	KCC/NTA

Ferrybank Relief Road – route selection/design/funding	MAT14	Medium-Long	KCC/NTA
Park and Ride facilities – site selection, design	MAT16	Medium-Long	KCC/NTA

**14.2.1 Relevant Grant Funding Initiatives**

Funding Stream	Summary
<b>Climate Action Fund</b>	Established to provide help and financial support to projects which will help Ireland achieve its climate and energy targets, providing at least €500 million in government funding up to 2027.
<b>Connected Hubs Fund</b>	Provides owners, operators and managers of existing remote working facilities and Broadband Connection Points (BCPs) with the opportunity to identify and develop their own solutions in consultation with local authorities and other groups.
<b>European Maritime, Fisheries and Aquaculture Fund</b>	Runs from 2021 to 2027 and supports the EU common fisheries policy (CFP), the EU maritime policy and the EU agenda for international ocean governance. It provides support for developing innovative projects ensuring that aquatic and maritime resources are used sustainably.
<b>European Regional Development Fund</b>	Designed to strengthen economic, social, and territorial cohesion in the European Union. It aims to do this by correcting imbalances between regions enabling investments in a smarter, greener, more connected, and more social Europe that is closer to its citizens.
<b>European Structural and Investments Fund</b>	The funds work together to invest in education, research, and job creation to help create a sustainable and healthy economy across the whole of the country. They are also spent on protecting the environment, and on supporting rural and coastal communities.
<b>Greenway Programme</b>	Funding of approximately €63 million through TII's Greenway Programme will see the ongoing development of around 70 Greenway projects around the country. The funding will see construction continue on a number of projects which will be completed in 2023, with other projects moving through planning and design stage.
<b>Irish Strategic Investment Fund</b>	Aims to invest on a commercial basis to support economic activity and employment in Ireland, with the fund being a strategic investor with strong connections in both the public and private sectors.

<b>LEADER Programme</b>	Aims to support the local development of Ireland's rural areas with the exception of the areas within the boundaries of the five main cities of Dublin, Cork, Limerick, Waterford and Galway.
<b>Outdoor Recreation Infrastructure Scheme</b>	Provides funding for the development of new outdoor recreational infrastructure and for the necessary repair, enhancement or promotion of existing outdoor recreation infrastructure in countryside areas across Ireland.
<b>Rural Regeneration and Development Fund</b>	Purpose of the fund is to support job creation in rural areas, address depopulation of rural communities and support improvements in towns and villages with a population of less than 10,000, and outlying areas.
<b>Sports Capital Grants</b>	Primary vehicle for government support for the development of sports and physical recreation facilities and the purchase of non-personal sports equipment throughout the country.
<b>Town and Village Renewal Scheme</b>	Scheme is targeted at towns and villages with a population of 10,000 or less and all projects funded under the Scheme must be completed within a 12-to-18-month period.
<b>Urban Regeneration and Development Fund</b>	The fund was established to support more compact and sustainable development through the regeneration and rejuvenation of Ireland's five cities and other large towns, in line with the objectives of the National Planning Framework (NPF) and National Development Plan (NDP).