
1.2 Strategic Context

1.2.1 National, Regional and Local Policy Context

A number of relevant policy documents have been taken into account during the preparation of this LAP including:

National Development Plan 2007-2013

The National Development Plan (NDP) considers Waterford to be the principle city in the South-East region. The City is viewed as a compact city with a high quality urban fabric, located in an outstanding estuarine setting, close to a major national port and containing a regional airport. The City is also considered to be a centre of educational excellence, with a fast developing retail and local services sector. Many of the city's priority investments are on-going and include:

- Completion by 2010 of the N9 Dublin-Waterford road and the N25 Waterford City by-pass.
- Creation of an effective bus-based public transport network, building on recent fleet investment through widespread bus prioritisation measures.
- Enhancing road links to other Gateways along the Atlantic Road Corridor.
- Improving intercity rail services between Waterford and Dublin.
- Upgrading port facilities and facilitating relocation of port activities.
- Investment in the Research & Development capacity of the Waterford Institute of Technology (WIT) to underline the importance of education to Waterford as a centre of excellence.
- Development of industry/ WIT linkages within the South-East Region.
- Renewal and development of the North Quays.
- Development of strategic sites as part of the IDA Ireland Strategic Sites Initiative.
- Continued support for Waterford Regional Airport.

National Spatial Strategy 2002-2020

Waterford has been designated as a "gateway" in the southeast region. The National Spatial Strategy (NSS) believes that there is substantial potential for the enhancement of critical mass through the further expansion of the existing designated gateway of Waterford, including the port at Belview. This enhancement could also be supported by improving connections from Waterford to towns in the surrounding counties, and from Waterford to cities such as Dublin, Cork and Limerick. The strengthening of the position of Waterford should ensure that the area emerges as a strong driver of balanced regional development.

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

Kilkenny City is identified as a "hub" with a potential role to play in conjunction with Waterford City, particularly given the deepening economic relationship between south Kilkenny and Waterford City. Wexford town is also identified as a hub and all three (Wexford, Kilkenny and Waterford) are seen as forming a nationally strategic 'growth triangle'. These three will drive regional growth by providing a large and skilled population base, with substantial capacity for additional residential and employment related functions and an improving transport network.

South-East Regional Planning Guidelines 2004-2020

The strategic policies and objectives set out in the South-East Regional Planning Guidelines (RPGs) form the backdrop for socio-economic planning by national and regional agencies. Some of the policies relating to the area include:

- Supporting the development of Waterford City as a compact city of 70,000 persons, with a population in excess of 50,000 people living in the immediate hinterland (i.e. an area within twenty minutes commuting time).
- Securing the future balanced development of Waterford City through enhanced connectivity via the Waterford City Bypass Bridge and the development of a downstream river crossing.
- Establishing a spatial framework through which development of the ports in the region can be coordinated to deliver a critical mass of services and facilities boosting the national and international competitiveness of the region.
- Supporting the upgrading and rescheduling of services on the Rosslare to Limerick Rail Line (via Waterford). Its potential as a means of commuting to Waterford City and as an inter-regional link between the South-East and the Mid-West should be exploited.
- Promoting an increased frequency of rail services on the Waterford to Dublin line and a reduction in journey times for all of the centres of population along the line.
- Supporting the development of a University in the South-East by utilising and building upon the existing network of third-level educational establishments at Waterford, Carlow, Kilkenny, Wexford and Clonmel.
- Promoting and facilitating the decentralisation of services from the Dublin Metropolitan Area to the South-East

Waterford Planning, Land Use and Transportation Study 2002-2020

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

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

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

It is envisaged that a compact city will be formed within a new orbital road network comprising of the N25 Waterford Bypass and the Outer Ring Road and facilitated by two additional river crossings. These infrastructural works should result in the development of major employment at Belview and the North Quays. In the process, lands at Rockshire, Ferrybank, Abbeylands and Christendom should be developed for residential use to accommodate the employment base in Belview and the North Quays. It is proposed to link these residential to the City Centre by means of a new Green Route, while the City Centre area would expand northwards across the River into the North Quays and be linked by means of a new bridge. In terms of industrial zoned land, PLUTS estimates an employment population of 1,000 for the North Quays while lands for light industry or distribution have been identified at Christendom and Grannagh.

Waterford City Development Plan 2007-2013

The Waterford City Development Plan (WCDP) focuses on the delivery of sustainable communities. It hopes to deliver this through the implementation of the Neighbourhood Strategy, and a number of neighbourhoods included in this strategy have been identified in the Waterford Environs. The Ferrybank area and the developing suburbs north of the River Suir, plus the neighbourhoods of Abbeylands and Rockshire, have been identified as potential neighbourhoods.

The WCDP sees the development of the port at Belview, and the subsequent sale of lands at the North Quays, as ideal opportunities to radically transform the area. Some 15 acres of docklands will be available for redevelopment to alternative uses, and it is a policy of Waterford City Council that a master plan for the overall site be prepared. Waterford City Council believes that the site should be redeveloped for mixed uses that would be appropriate to a city centre location.

Kilkenny County Development Plan 2008-2014

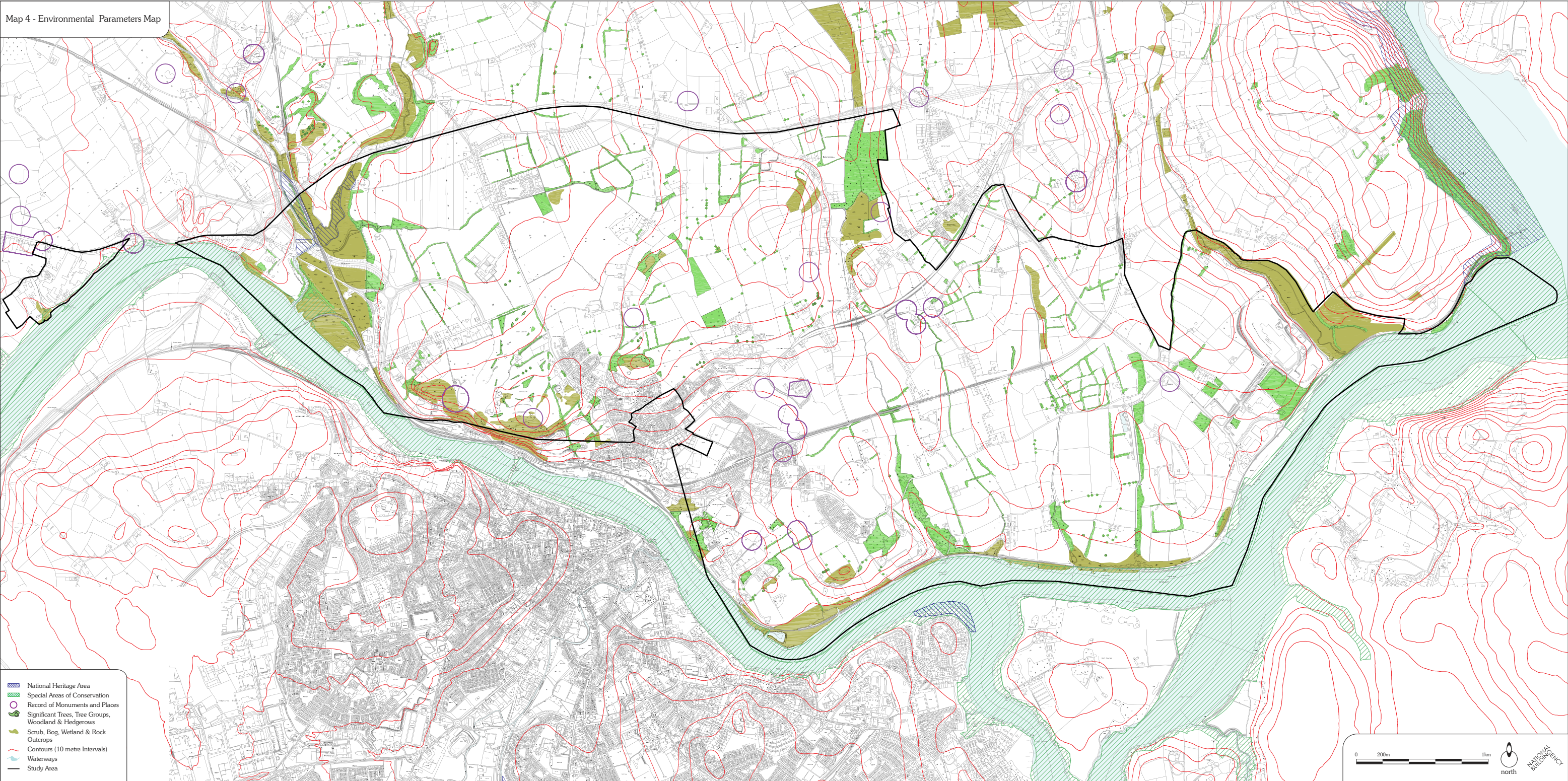
Kilkenny County Council is committed to the role of Waterford City as a Gateway. It will facilitate the continued development of the Waterford City environs (i.e. the Ferrybank-Belview area) and in particular the Port of Waterford at Belview. These two areas are seen as having the potential to enhance the critical mass of the southern portion of County Kilkenny. It is a policy of the County Development Plan to implement the NSS and RPGs by encouraging developments in the environs of the Waterford Gateway. In addition, the County Development Plan seeks to develop the national role of Belview Port.

1.2.2 Development Opportunities and Constraints

There is a mixture of naturally occurring and manmade features in the plan area which in terms of development, present both opportunities and constraints.

This LAP promotes the protection of key landscape features and where appropriate, advocates their use for amenity purposes. There are a number of significant stream corridors in the plan area (See [Map 4, Environmental Parameters](#)), and it is important that these are kept free from development. Accordingly, it is an objective of this LAP to implement landscape belts alongside these streams to provide Sustainable Urban Drainage Systems (SUDS), maintain ecological corridors and create areas of open space. The plan area is also

Map 4 - Environmental Parameters Map



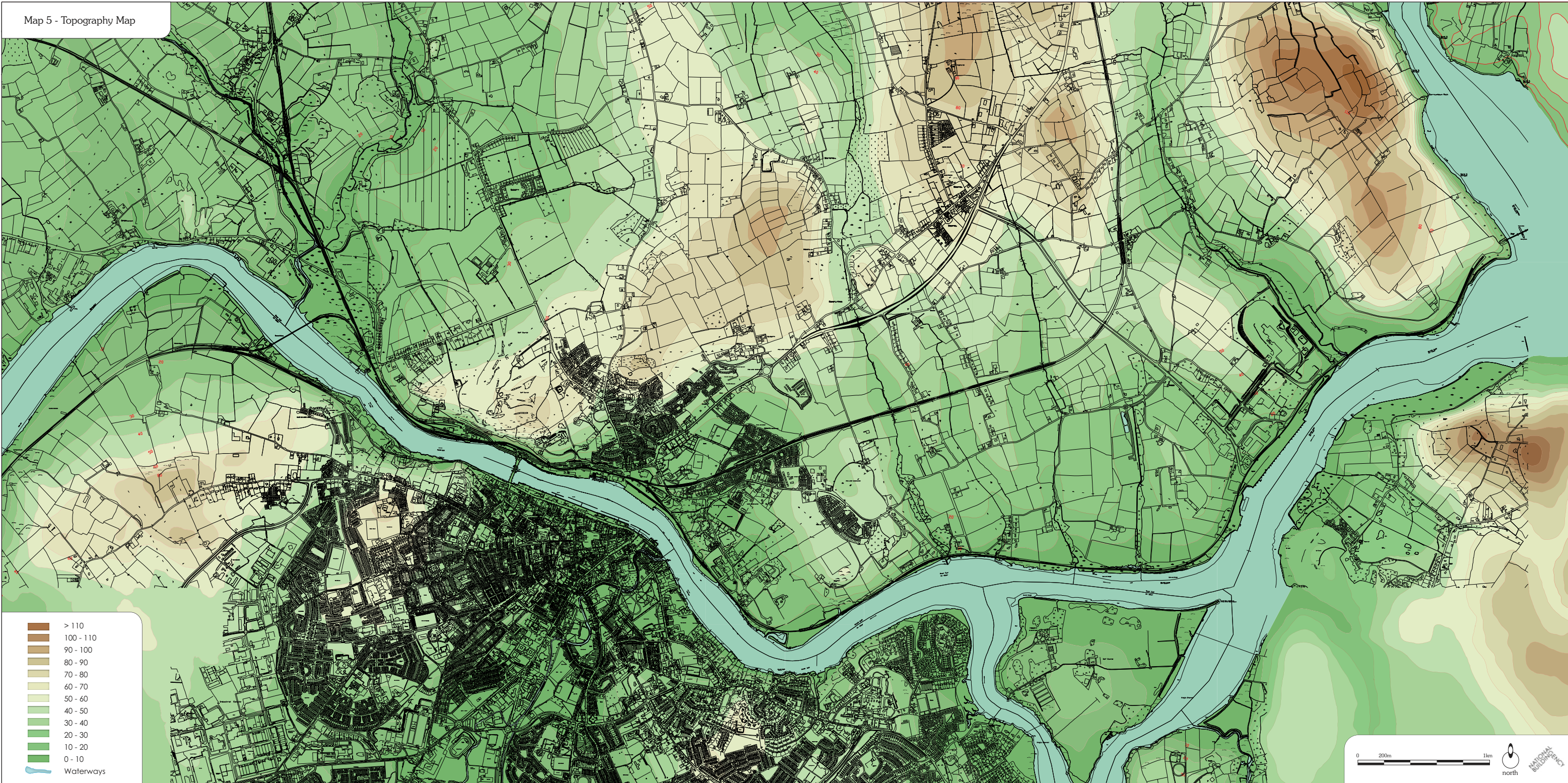
- National Heritage Area
- Special Areas of Conservation
- Record of Monuments and Places
- Significant Trees, Tree Groups, Woodland & Hedgerows
- Scrub, Bog, Wetland & Rock Outcrops
- Contours (10 metre Intervals)
- Waterways
- Study Area

0 200m 1km

north

NATIONAL BUILDING AGENCY

Map 5 - Topography Map



rich in mature tree groups. These form important nature habitats and act as valuable recreational amenities. The plan area is physically constrained by the steep hills in the west, where the land rises sharply upwards, reaching a height of 80m above sea level along the Rockshire Hill ridgeline (See [Map 5, Topography](#)).

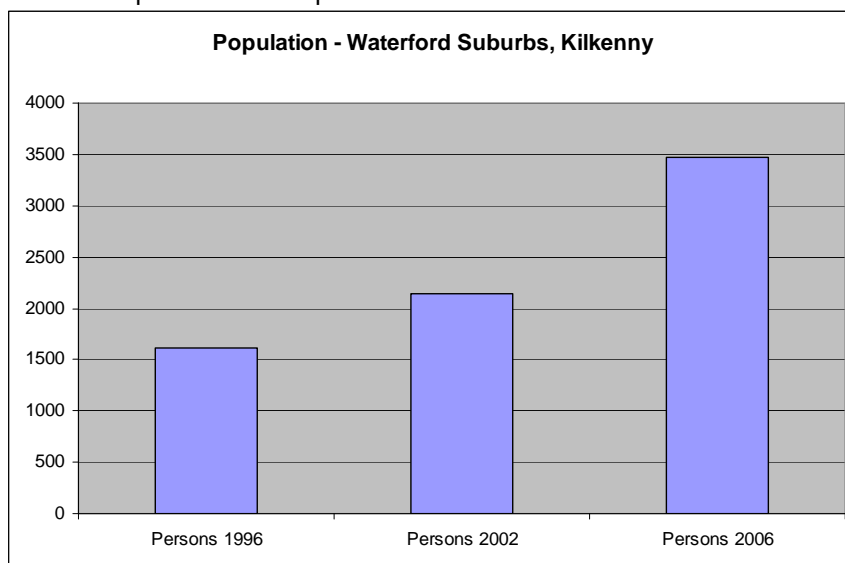
With regard to manmade features, the rail lines running through the plan area and strategic transport routes, such as the N25 Waterford City by-pass, restrict the development potential of certain lands. The Waterford to New Ross rail line, which is currently disused, acts as a barrier to development in the Abbeylands area. However, in order to accommodate its potential re-opening in the future, it is crucial that this rail line be preserved. While the aforementioned by-pass, and other road improvements, such as the N9 upgrade, will serve to alleviate traffic congestion in the plan area, they will also constrain the development of certain lands. This LAP acknowledges the complexity of this issue and in so far as possible, seeks to address it through appropriate land use zonings and development objectives.

1.2.3 Local Context: Trends and Conditions in the Plan Area

Population Changes

Census 2006 results for the Waterford Suburbs in County Kilkenny show that there was a phenomenal 61.8% population increase between 2002 and 2006. This represents an increase of 1,323 persons to 3,465 persons. In comparison, Census results for the same period show a 9% increase in the population of County Kilkenny. It is therefore evident that the plan area is one of the fastest growing areas in County Kilkenny.

Chart 1: Population of the plan area 1996 - 2006



Source: Central Statistics Office 2006

The extraordinary population growth in the plan area between 2002 and 2006 is in stark contrast to the population increase in Waterford City (including suburbs and environs) for the same period, which was only 5.3%. The population structure of the plan area is quite dynamic, featuring a high proportion of young people.

Current Population Structure

In order to achieve a more accurate picture of the population, the area was broken down into the constituent townlands and then compared to the Electoral Division information gathered in the census. The plan area forms part of three Electoral Divisions namely:

- ED101** Dunkitt (comprising the townlands of Ballynamona, Newtown, Mullinabro, Cloone and Killaspy).
- ED 106** Kilculliheen (comprising the townlands of Ballinvoher, Rathculliheen, Abbeylands, Christendom, Newrath, Ballyrobin, Rockshire and Belmont).
- ED 111** Rathpatrick (comprising the townlands of Gorteens and Kilmurry).

In terms of age cohorts, some 23% of the population recorded was in the 0-14 age category, 49% were in the 15-44 age cohort, 19% were in the 45-64 age cohort and 8% of the population was recorded as being over 65. The fact that nearly half of the population recorded in these Electoral Divisions falls into the 15-44 age cohort indicates that much of the population are in the family formation years, and are most likely first time buyers.

Key Population Figures

Census 2006 population figures for the plan area relate only to the Waterford suburbs in County Kilkenny. As previously stated, the population of this area was recorded as being 3,465 persons for the period 2002 – 2006. This figure does not take into account people residing in outer suburban areas such as Cloone, Mullinabro and Gorteens. Therefore, with these areas included, the population of the plan area is estimated to be approximately 3,995 persons (See Table 1).

Table 1: Population of plan area

Electoral District Area	Townlands	2006 Population
Dunkitt	Ballynamona Mullinabro Cloone Killaspy	270 persons
Kilcullaheen	Ballinvoher Rathculliheen Abbeylands Christendom Newrath Ballyrobin Rockshire Belmont	3,493 persons
Rathpatrick	Gorteens Kilmurry	232 persons
Total Population of the Plan Area in 2006		3,995 persons

Source: Source: Central Statistics Office and NBA Analysis 2008

1.2.4 Population Targets and Land Use Requirements for 2008-2014.

Population Targets

The PLUTS predicts a population increase of 4,407 persons for the area north of the River Suir over the period 2009-2014. It predicts that by 2020, the area will have a population increase of 12,000 persons (See Table 2). Furthermore, the PLUTS projects that growth in Waterford City and Environs will be distributed between the north and south sides of the River Suir in the ratio of approximately 2:3. Ultimately, it is anticipated that a 50:50 balance will be achieved over a thirty year period.

Table 2: PLUTS Population Projections

	Phase 1 2002 - 2008	Phase 2 2009 - 2014	Phase 3 2015 - 2020	Total
North of Suir	1332	4407	6247	11,986
South of Suir	8360	5118	3305	16,783
Total	9691	9525	9552	28,769

Source: PLUTS 2002

In line with these projected population increases, PLUTS advocates a phasing programme for development which would see some 1,763 units developed in the area between 2009 and 2014, and a further 2,499 units between 2015 and 2020 (see Table 3). Therefore, some 4,795 housing units would be developed north of the River Suir by 2020 accompanied by a growth of some 11,986 persons.

Table 3: PLUTS Projected Dwellings Growth

	Phase 1 2002 - 2008	Phase 2 2009 - 2014	Phase 3 2015 - 2020	Total
North of Suir	533	1763	2499	4,795
South of Suir	3344	2047	1322	6,713
Total	3877	3810	3821	11,508

Source: PLUTS 2002

Land Use Requirements

To achieve the critical mass that Waterford City requires to function as an effective Gateway, it is important that lands are made available for residential and industrial development in the plan area. The projected population increases advocated by the PLUTS should be easily facilitated; however it is crucial that over-zoning does not occur. In this context, it is important that the population capacity of both the North Quays and the village of Slieverue (located to the north of the plan area) be taken into account.

The *Draft Waterford North Quays – Urban Design Framework Plan 2007* envisages a population of approximately 2,854 persons living in the North Quays, although does not specify a timeframe. The Slieverue LAP 2006 - 2012 has zoned approximately 34.84 hectares of residential land, which has a population equivalent of approximately 2,322 persons. Therefore, the combined population capacity of the North Quays and Slieverue is 5,176 persons, which is almost half of the PLUTS projected population growth up to 2020.

It is therefore apparent that the zoning strategy for the Plan area must be formulated in a balanced and sustainable manner. Accordingly, this LAP will be implemented in a 'plan-monitor-manage' approach, ensuring that adjustments to land use zoning, if needed, can occur in the future.

Existing Population Capacity of the Plan area

Since 2002, a total of 685 new housing units have been constructed in the plan area, with a Population Equivalent (PE) of 1,713 persons. This figure is in line with the 2006 Census data, which shows that there was a 61.8% increase in the population of the area between 2002 and 2006. Residential development has mainly occurred in the south of the plan area, with new housing emerging alongside the older developments of Ferrybank, Abbeylands and Rockshire.

However, a significant proportion of housing developments have been granted since 2002 which are either not yet fully completed or where construction has not yet commenced. It is

likely that these developments will be completed over the lifetime of this LAP plan. The total population capacity of these developments is 4,690 persons.

1.2.5 Future Population Potential

Residential Zoning

This LAP proposes to zone 102 hectares of land for residential development. The breakdown of density standards for residentially zoned land is:

C1	Urban Village	40-50+ units per hectare / 16-20+ per acre (Maximum 10% of the land area to be allowed for residential needs)
C2	Commercial/Mixed Use	40-50+ units per hectare / 16-20+ per acre (Maximum 50% of the land area to be allowed for residential needs with the exception of Newrath where a maximum of 25% of the land area shall be given over to housing).
R3	Residential Medium	30-40 units per hectare / 12-16 per acre
R2	Residential Low to Medium	20-30 units per hectare / 8-12 per acre
R1	Residential Low	15-20 per hectare / 6-8 per acre
R0	Residential Arcadian	1-5 per hectare / 0.4-2 per acre

Growth to accommodate

As previously stated, the PLUTS predicts a population increase of 4,407 persons during the period 2009-2014. However, the Development Plan Guidelines (DoEHLG, 2007) state that planning authorities should ensure that at the time they make a plan, enough land should be available to meet residential needs for at least the next nine years. This in essence means that more land than is necessary should be zoned, which would take into account the potential non-release of lands and choice of location. Therefore, sufficient land must be zoned for the period of an LAP and a further three years. With that in mind we must add another 50% to the projected population increase advocated in PLUTS.

4,407 + 2204 (50%) = 6,611 persons

There is enough land zoned in this LAP to accommodate 7,506 persons, which is above the requirement for 6,611 persons. In addition, developments granted since 2002 in the plan area, which are under construction / not yet constructed, have a population equivalent (PE) of 4,690 persons. Therefore, there will be enough land zoned in the plan area for the period 2009-2014 to cater for an increase of 12,196 persons (based on average density calculations). This is an excess PE of 5,585 persons.

Land Capacity 2008 - 2014

The PLUTS predicts that by 2020, the area to the north of the River Suir will have a population increase of 12,000 persons. However, taking into account the PE of housing units under construction / yet to be built in the plan area, and lands zoned as part of this LAP, the plan area could potentially experience a minimum population increase of 11,103 persons. The maximum potential population increase being 13,298 persons.

In summary, it is clear that the population of the plan area may indeed surpass the projected population in PLUTS by 2014. Taking into the account the land zoned in this LAP, and the housing developments under construction at present, the area has the potential to reach a minimum population of 15,098 persons or a maximum population of 17,293 persons.

1.3 Ferrybank-Belview: A Strategic Vision

The previous section has outlined that:

- National and Regional policy designates Waterford as a Gateway, and therefore as a key driver of economic growth in the wider southeast region.
- The Ferrybank-Belview area plays a crucial role in the future development of the southeast region in terms of the provision of land for residential and industrial development.
- The plan area must capitalise on its strengths as an attractive place to live and work in proximity to Waterford City.

1.3.1 The Future

For the Ferrybank-Belview area the aim is to grow in a compact, relatively self contained, sustainable manner. Its unique location within South Kilkenny, yet in direct proximity to Waterford City, means that it can benefit from an array of urban facilities and services, while preserving its own distinct identity and scenic natural setting. A key objective of this LAP is the preservation of the plan area's unique environmental attributes. The protection of the many woodlands, stream corridors and wetlands, as well as the area's scenic riverside environment, is of paramount importance to the area. In the context of economic development, it must be acknowledged that Waterford City is the main driver of the region. Therefore, if the plan area is to continue to benefit from the City's prosperity, it must also contribute to its future growth and development.

1.3.2 Developing a Strategy

The gateway status that has been bestowed on Waterford City in the NSS reinforces its position as the economic driver of the southeast. It is clear that the Ferrybank-Belview area has the potential to contribute significantly to Waterford City achieving the targets set out in the NSS. There is certainly an adequate amount of land available in the plan area; however, the development of this land requires an approach that is based on principles of equality and sustainability.

1.3.3 A Strategic Vision

The Council recognises that decisions on future development of the Ferrybank-Belview area must be informed by the concept of sustainability. The following strategic aims will guide development of the plan area in the future. These aims are outlined under the following headings:

- (A) Natural Environment
- (B) Residential and Mixed Use
- (C) Industry and Employment
- (D) Transport
- (E) Urban Village

(A) Natural Environment

A.1. Protection of Ecological Features: This LAP seeks the protection of the unique environmental setting of the Ferrybank-Belview area, and in particular, its relationship with the River Suir.

A.2. Creation of a Riverside Amenity: This LAP promotes the creation of a riverside walkway stretching from Rockland Woods in Christendom to Belview Port.

(B) Residential and Mixed Use

B.1. Compact Residential Model: This LAP proposes a residential strategy of consolidation and infill, whereby new residential development will occur along side existing. This will enable the development of a compact residential model in the plan area, in preference to a pattern of dispersed housing and peripheral sprawl.

B.2. Network of Neighbourhood Centres: This LAP proposes a number of neighbourhood centres at strategic locations in the plan area. These will serve the needs of both new and existing residential areas, enabling them to become more sustainable living environments.

B.3. New Mixed Use Zones: This LAP proposes mixed-use zones at Newrath and Christendom, which have been given a zoning of C2: Commercial and Mixed Use. (Maximum 50% of the land area to be allowed for residential needs with the exception of Newrath where only a maximum of 25% of the land area shall be given over to housing).

These zones will combine retail, commercial and service uses with residential development. There will also be a strong focus on the creation of enterprise zones and community facilities in these areas.

Newrath

The Newrath mixed-use zone is ideally located along the N25, with excellent access to the local road network. Given its strategic location, uses such as retail parks and business parks will be encouraged, alongside the uses highlighted above (B.3). However, such parks will be required to respect the existing urban form of the area, and in particular the form and scale of residential development. (Maximum 25% of the land area to be allowed for residential needs). This LAP promotes the development of a key landmark building at the approach road to the Newrath mixed-use zone ([See Image 1](#)).



Image 1: Artist's Impression of Landmark Building at Newrath

Christendom

The Christendom mixed-use zone will create a high quality living and working environment in proximity to the River Suir. This zone will seek to re-address the River Suir, and will benefit from generous areas of open space and a riverside park (See Image 2). In light of this, high and medium densities will be encouraged in this zone. It is also proposed to create Ireland's second Sustainable Energy Zone (SEZ) at this location. (Maximum 50% of the land area to be allowed for residential needs).



Image 2: Artist's Impression of new mixed use street at Christendom with Riverside Park

B.4. Arcadian Residential Development: This LAP proposes an Arcadian Low Density (R0) at a number of locations in the plan area. Arcadian Development is based on the principle of low density housing which is hidden in the landscape, and generally developed on sites which already include mature trees and hedges. These zonings are proposed in visually sensitive areas, and in areas which already feature low density residential development.

(C) Industry and Employment

C.1. Rejuvenation of existing and former industrial lands: This LAP aims to strengthen the plan area's potential to attract inward investment. At present, the area suffers from an over reliance on meat processing and related industries. Thus, this LAP aims to facilitate the diversification of the area's industrial base into one which is more reflective of employment today; particularly service and knowledge based industries, as well as more specialised industries such as pharmaceuticals.

C.2. Belview Port: This LAP recognises that the performance of Belview Port is of central importance to the economic development of the plan area. The continued growth of port activities will enable the development of employment opportunities in the wider Belview area.

(D) Transport

D.1. Potential of Existing Railway Lines: This LAP proposes to preserve the Waterford to New Ross railway line, which is currently disused. In addition, a number of buffer zones have been identified along this line. These zones will be kept free from development in order to accommodate potential rail transit stops in the future. A key element of this strategy is to encourage high density development adjacent to, and along, this railway line in the future.

D.2. Making Connections: This LAP recognises that enhanced connectivity between the plan area and Waterford City is vital for long-term development of both areas. It is acknowledged that there is a need for a third river crossing over the Suir. In addition, a number of improved road connections have been proposed within the plan area. This LAP has identified optimal locations for these connections.

(E) Urban Village

Creation of a Focal Point: It is acknowledged that the plan area lacks a sense of identity and a recognisable "heart". The opportunity therefore exists to create a more meaningful community infrastructure in the area (See Image 3). The fact that the area lacks both informal public places such as parks and treed areas, and formal public spaces such as a main street, can be seen to be one of the key reasons why the area has failed to develop its own clear identity. There are currently a number of strategic factors at play in the plan area which provide a strong rationale for the creation of an urban village (zoned C1: Urban Village) at Ferrybank – Abbeylands. These include:

N25 Waterford City bypass: This will allow for the needs of pedestrians to be prioritised in the Ferrybank-Abbeylands area, in particular the needs of school-going children. It will also allow cyclists greater ease of movement.

Downgrading of the existing N25: This will allow for traffic calming measures to be implemented in the Ferrybank-Abbeylands area. It will also provide an incentive to introduce visual traffic calming measures such as lane narrowing and widening of pedestrian footpaths. The opportunity exists to create a tree lined boulevard with on-street car parking and cycle

paths. This would in turn support the establishment of a main street in the Ferrybank-Abbeylands area.

N25 Green Route Corridor: The establishment of a Green Route in the Ferrybank-Abbeylands area would add to the success of the proposed urban village in this area, prioritising the needs of pedestrians and cyclists, and those using public transport.

Ferrybank-Abbeylands Shopping Centre: The location of this centre adjacent to existing community facilities such as the schools, church, shops and services means that it will strengthen the present community infrastructure and create greater footfall in the Ferrybank-Abbeylands area. This will give the area its much need central point and provide an incentive for the creation of an attractive tree-lined main street.



Image 3: Artist's Impression of Proposed Ferrybank-Abbeylands Urban Village

1.3.4 Strategic Objectives (Refer also to the [Map 8, Development Objectives](#)).

It is the objective of the Council to:

- S1** Assess all future development Land Use proposals in accordance with [Map 9, Zoning](#) and [Map 8, Development Objectives](#). (No Map Reference).
- S2** Ensure a co-ordinated approach for all sites or areas that adjoin the administrative boundary of Waterford City Council. (No Map Reference).
- S3** Support the redevelopment of the docklands on the northern bank of the River Suir as an extension of Waterford City Centre. (No Map Reference).
- S4** Facilitate the development of a new "Main Street" as part of the urban village concept which shall include:
- A tree lined boulevard.
 - Traffic calming measures.
 - Limited on-street car parking.
 - Public parking for bicycles.
 - Cycle Paths.
 - Taxi Ranks.
 - The development of bus-lanes as part of the proposed Green Route corridor.
 - A strong and continuous building line, with a fairly uniform building setback and average heights of 4 storeys.
 - Car parking promoted to the rear of buildings, or as underground multi-storey facilities.

Furthermore, it is an objective to ensure that no roundabouts are placed in the area stretching from the Belmont roundabout to the administrative boundary line of Kilkenny County Council. In order to facilitate pedestrian and cyclist movement in this area, traffic lights / traffic signal junctions will be the preferred option.

- S5** Reserve sites within the proposed urban village as strategic opportunity sites where the ground floor areas, to a height of 4 metres, are restricted to commercial, retail and community uses with residential and offices over-head.
- S6** Promote the development of key landmark buildings of outstanding architectural quality on strategic sites at key approach roads to the area as identified on [Map 8, Development Objectives](#).
- S7** Promote the development of a new mixed use street with a minimum height of 3 storeys and an almost continuous building line throughout the Christendom – Newtown area, commencing at the AIBP site and continuing eastwards to front onto the proposed riverside park.

Furthermore, it is an objective to require:

- A 4 metre footpath along the new street.
- The ground floor area to be a minimum height of 4 metres so as to enable the provision of retail and commercial development, and to facilitate residential and office overhead. (Maximum 10% of the land area to be allowed for residential needs).

1.3.5 Zoning Objectives

Map 9, Land Use Zoning and Map 8, Development Objectives should be read in conjunction with Appendix 1: List of Appropriate Uses in Land Use Zones. This list outlines appropriate uses for each zoning category. Below are the zoning objectives for the plan area.

C1: Urban Village – It is the purpose of this zone is 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 (Allowing for a maximum 10% of the land area for residential needs).

C2: Commercial/Mixed Use Development – This zoning allows for a mix of uses such as residential, hotels, medical facilities, offices, theatres, galleries, retail, bars and leisure/tourism related uses (Maximum 50% of the land area to be allowed for residential needs with the exception of Newrath where only a maximum of 25% of the land area shall be given over to housing).

C3: Commercial – This zoning allows for a mix of uses such as retail, service stations, enterprise centres, hotels, offices, however the retail element will be restricted to small scale units.

R0 – R4: Residential – This zoning allows for new residential development and other services incidental to residential development. While housing is the primary use in this zone, childcare facilities and recreation will also be considered.

RE: Protect and Enhance Existing Residential Amenity – This zoning allows for the protection and enhancement of existing residential amenity in the area.

BRA: Belview Residential Amenity – This zoning allows for the protection of existing residential amenity in the area while prohibiting further residential development in the area.

NC: Neighbourhood Centre – The objective of this zoning is to allow for local shops and associated businesses to service adjoining residential developments.

CF: Community Facilities – This zoning allows for local civic, community, educational and religious facilities and associated ancillary amenity facilities, open spaces/recreational areas to serve the immediate surroundings and hinterland.

PU: Public Utilities – The zoning allows for the development and expansion of public utilities throughout the area.

RP: Retail Park/Retail Warehousing – This zoning allows for a retail park and warehousing in designated areas.

POS: Passive Open Space/Green Links/Biodiversity Conservation – Allows for the zoning of passive open space/green links/ biodiversity conservation throughout the area.

AOS: Active Open Space – Allows for the zoning of active open space throughout the area.

BITP: Business, Industry & Technology Parks – This zoning will facilitate the development and expansion of business, industry and technology in the designated areas.

PIT: Pharmaceutical, Industry and Technology – The purpose of this zoning is to allow for the development and expansion of pharmaceuticals, industry and technology in designated areas.

WILT: Waste Management, Industrial, Logistics and Transport Related Uses – This zoning allows for the development and expansion of waste management, industry, logistics and transport related uses.

SIA: Specialist Industrial Activity – The objective of this zoning is to allow for the development of specialist industrial activities.

PFI: Development of Port Facilities and Industry – The purpose of this zoning is to allow for the further development and expansion of port facilities and associated industries.

AG: Agriculture – This zoning allows for the protection and improvement of countryside amenities.