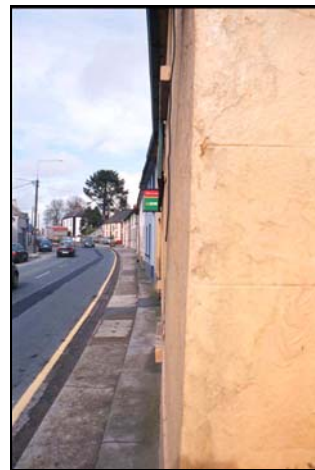
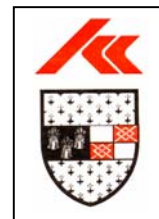


Mullinavat Local Area Plan



**KILKENNY COUNTY COUNCIL
PLANNING DEPARTMENT**
16th October, 2006



1	<u>INTRODUCTION</u>	5
1.1	LEGAL BASIS	5
1.2	PLANNING CONTEXT	5
1.3	LOCATIONAL CONTEXT	5
1.4	HISTORICAL DEVELOPMENT	6
1.5	URBAN STRUCTURE	6
1.6	POPULATION	6
1.7	PLANNING HISTORY	7
1.8	HERITAGE DESIGNATIONS	7
1.8.1	RECORD OF PROTECTED STRUCTURES	7
1.9	NATURE CONSERVATION DESIGNATIONS	7
1.10	NATIONAL SPATIAL STRATEGY	8
1.11	REGIONAL PLANNING GUIDELINES	9
1.12	PUBLIC CONSULTATION	9
2	<u>POLICIES AND OBJECTIVES</u>	10
2.1	HOUSING AND POPULATION	10
2.1.1	DEVELOPMENT STRATEGY	10
2.1.4	INTEGRATION OF RESIDENTIAL DEVELOPMENTS	14
2.2	INFRASTRUCTURE	14
2.2.1	SEWERAGE NETWORK	14
2.2.2	SURFACE WATER DRAINAGE	15
2.2.3	WATER SUPPLY	15
2.2.4	WASTE	16
2.2.5	TELECOMMUNICATIONS	17
2.3	EMPLOYMENT AND ECONOMY	17
2.3.1	RETAIL	18
2.3.2	TOURISM	19
2.4	EDUCATION AND TRAINING	19
2.4.1	PRIMARY EDUCATION	19
2.4.2	SECONDARY EDUCATION	20
2.4.3	THIRD LEVEL EDUCATION	20
2.4.4	ADULT EDUCATION	20
2.5	TRANSPORT	20
2.5.1	ROADS	20
2.5.2	FOOTPATHS AND LIGHTING	20
2.5.3	TRAFFIC CALMING	21
2.5.4	TRAFFIC AT THE SCHOOLS	21
2.5.5	LINKAGES WITHIN THE TOWN	21
2.5.6	PUBLIC TRANSPORT	22
2.5.7	PARKING	22
2.6	COMMUNITY FACILITIES – RECREATION	23
2.6.1	OPEN SPACE	23
2.6.2	RECREATION	24
2.7	CONSERVATION AND PRESERVATION	25
2.7.1	CONSERVATION	25
2.7.2	ARCHAEOLOGY	25

2.7.3	DERELICTION	26
2.7.4	LITTER	26
2.7.5	SHOPFRONTS	26
2.7.6	PLANTING	27
2.7.7	ECOLOGY AND BIODIVERSITY	27
2.8	COMMUNITY SUPPORTS – SOCIAL SERVICES	27
2.8.1	SERVICES	27
2.8.1.1	Garda Síochána	28
2.8.1.2	Library Service	28
2.8.2	YOUTH	28
2.8.3	ELDERLY	28
2.8.4	HEALTHCARE	29
2.8.5	CHILDCARE	29

3 DEVELOPMENT OBJECTIVES **30**

3.1	INTRODUCTION	30
3.2	THE DEVELOPMENT BOUNDARY	30
3.3	DEVELOPMENT BLOCKS	30
3.4	LAND USE ZONING	31
3.4.1	RESIDENTIAL	32
3.4.2	LOW DENSITY RESIDENTIAL	33
3.4.3	VILLAGE CENTRE	33
3.4.4	RECREATION, AMENITY AND OPEN SPACE	33
3.4.5	COMMUNITY FACILITIES	34
3.4.6	INDUSTRIAL/WAREHOUSING	34
3.4.7	AGRICULTURE	34
3.4.8	TRANSITIONAL AREAS	34
3.5	SPECIFIC OBJECTIVES	35
3.5.1	HOUSING AND POPULATION	35
3.5.2	INFRASTRUCTURE	37
3.5.3	EMPLOYMENT AND ECONOMY	38
3.5.4	EDUCATION AND TRAINING	38
3.5.5	TRANSPORT	39
3.5.6	COMMUNITY FACILITIES – RECREATION	39
3.5.7	CONSERVATION AND PRESERVATION	40
3.5.8	COMMUNITY SUPPORTS – SOCIAL SERVICES	42
3.6	IMPLEMENTATION	42

4 DEVELOPMENT CONTROL **44**

4.1	INTRODUCTION	44
4.2	DESIGN GUIDANCE PRINCIPLES	44
4.3	DESIGN ELEMENTS IN MULLINAVAT	44
4.3.1	BUILDING LINE AND BOUNDARY TREATMENT	46
4.3.2	HEIGHT AND ROOFS	46
4.3.3	MATERIALS	47
4.3.4	PROPORTIONS	47
4.4	NEW RESIDENTIAL DEVELOPMENT	48

4.4.1	BUILDING LAYOUT AND ORIENTATION	48
4.4.2	DENSITY	49
4.4.3	DESIGN	50
4.4.4	ECOLOGY & BIO-DIVERSITY	50
4.4.5	CAR PARKING	51
4.4.6	PUBLIC OPEN SPACE	51
4.4.6.1	Management plan for Public Open Space	53
4.4.7	PRIVATE OPEN SPACE	53
4.4.8	INTEGRATION OF RESIDENTIAL DEVELOPMENTS	53
4.4.9	SERVICED SITES	53
4.4.10	ROAD AND ESTATE NAMES	54
4.4.11	SERVICES	54
4.4.12	APARTMENTS/DUPLEX STYLE	54
4.4.13	ACCESS FOR PEOPLE WITH DISABILITIES	54
4.5	CAR PARKING AND LOADING	55
4.6	PUBLIC UTILITIES	57
4.7	SHOPFRONTS AND ADVERTISING	57
4.8	THE LIKELY SIGNIFICANT EFFECTS ON THE ENVIRONMENT OF IMPLEMENTING THE PROPOSED MULLINAVAT LOCAL AREA PLAN	57
4.8.1	DESCRIPTION OF THE PROPOSED LOCAL AREA PLAN	57
4.8.2	IDENTIFICATION OF LIKELY SIGNIFICANT EFFECTS ON THE ENVIRONMENT	57
4.8.2.1	Human beings	58
4.8.2.2	Material Assets	58
4.8.3	TRAFFIC	58
4.8.4	WATER SUPPLY	58
4.8.5	FOUL AND SURFACE WATER DRAINAGE:	59
4.8.5.1	Flora and fauna	59
4.8.5.2	Archaeology and cultural heritage	59
4.8.5.3	Other possible effects	60
4.8.6	CONSIDERATION OF ALTERNATIVES: COULD DEVELOPMENT TAKE PLACE ELSEWHERE	60
<u>APPENDIX 1 – PROTECTED STRUCTURES</u>		61
<u>APPENDIX 2 – ECOLOGICAL SURVEY</u>		62
<u>APPENDIX 3 – LIST OF NATIVE TREES AND SHRUBS</u>		63
<u>APPENDIX 4 – URBAN DESIGN STUDY AND GUIDELINES</u>		63
<u>BIBLIOGRAPHY</u>		73

1 INTRODUCTION

1.1 Legal Basis

As part of Kilkenny County Council's settlement strategy adopted in the County Development Plan 2002 it is the policy of the Council to carry out an extensive programme of Local Area Plans for settlements throughout County Kilkenny. This Local Area Plan for Mullinavat is part of that policy initiative.

The legal basis for this plan is provided by the Planning and Development Act 2000-2002. The Act provides for the preparation of Local Area Plans for any part of the functional area of a planning authority. A Local Area Plan must be consistent with the objectives of the County Development Plan.

It must contain a written statement and maps indicating the objectives of the planning authority for the proper planning and sustainable development of the area to which it applies and may include details on zoning of land and community facilities and amenities and on standards of design of developments and structures.

In the text of this proposed plan the plan itself maybe referred to as "the Plan" or "this Plan". In this Plan "the Council" or "the Planning Authority" shall mean Kilkenny County Council.

The Local Area Plan will remain in statute for a period of six years from the date of adoption, notwithstanding any review of the County Development Plan. The Planning Authority may amend or revoke a Local Area Plan at any time. The Local Area Plan will cease to have effect in respect of the Mullinavat area where it is inconsistent with the provisions of the County Development Plan as reviewed. A Local Area Plan must be reviewed at least six years from the making of the previous Local Area Plan.

1.2 Planning Context

It is an objective of the County Development Plan, 2002, (CDP, 2002) Paragraph 7.8.2.1, to prepare Local Area Plans for particular areas, whether rural, urban or suburban as the need arises and as resources permit during the term of the Development Plan. Mullinavat is a designated centre under the CDP, 2002. It will be a policy of the Council to encourage housing development to locate in the designated towns and villages where infrastructural and social services exist or are planned to be provided.

1.3 Locational Context

Mullinavat is situated on the N9 route that connects Waterford to Carlow and Dublin. It is situated immediately east of the Blackwater River and its floodplain. The river runs south and enters into the River Suir approximately 10 kilometres to the south. The topography either side of the river valley rises to the east and west, rising to above 200

metres. The South Leinster Way passes along some of these ridges and passes through the village en route.

The topography is somewhat higher and more pronounced to the east of the village than it is to the west. A stream – ‘Abhainn na Bhata’ - runs down from the hills in the east and passes along the back of the village core, then heads south and west, before entering the Blackwater River. Another tributary, the Poulanassa River, comes from the west and meanders southwards for a while before entering the Blackwater River south of the village. The Blackwater’s floodplain lies immediately to the west of the village.

1.4 Historical Development

Mullinavat, the chief town of the Walsh Mountain, consisted of just a few houses about the middle of the 18th century. In 1801, the number of houses was 35 with 158 inhabitants. The erection of the district chapel here in 1805 had an influence on the material improvement of the town, which, in 1841, was found to contain 110 inhabited houses. In 1871 there was a population of 531.

In Irish, Mullinavat is called Muilleann an Bhata, which means the place of the stick. Tradition derives the name from an ancient mill situated here whereby a person approaching the mill would have to pass over a rough stick laid across the Glendonnell river, where Mullinavat Bridge is now.

1.5 Urban Structure

The predominant pattern and shape of Mullinavat is that of a linear settlement that takes its form along what is now the N9. The core of the village is centred on a staggered crossroads – the Piltown Road, west and the New Ross Road, east.

The strong linear pattern of the village, aligned on the national primary route, has meant that development has been limited or restricted immediately to the north and south of the settlement in the interests of traffic safety, thus assisting in consolidating the village. Development also appears to have been somewhat restricted to the west of the village, given the low-lying floodplain area of the river. Access to fields and backlands to the east of the village also appears to have been restricted given the presence of the Dublin to Waterford Railway line.

Development associated with the village’s growth has been predominantly single one off buildings and/or dwellings, with just two small housing developments occurring on the south end of the village.

1.6 Population

Mullinavat had a population of 309 persons recorded at the 2002 Census. The recent trends in population are shown in Table 1 below.

Table 1: Population in Mullinavat between 1986 and 2002

Year	Population
1986	306
1991	283
1996	275
2002	309

There was an increase in the population of 34 people from 1996 to 2002 which is a 12% increase over the 1996 population. This contrasts with the percentage increase in population in the county as a whole, of 6.7%.

1.7 Planning History

An examination of recent planning history in the town gives some indication of the development trend. Recent grants of permission include change of use from retail outlet and workshop to pharmacy and apartment, also alterations and renovations to the same existing building (P.04/1499), to convert an existing store to a wine centre and gift shop (P.04/202) and for the demolition of existing two storey public house, derelict outbuildings & single storey shop unit, to facilitate the construction of a new three storey building, which will include a retail unit, staff accommodation, store, 3 no. two bed apartments and 1 no. one bedroom apartment, roof garden, connections to public services, car parking, new site access from public road and associated site works, at Murphy's Public House & adjoining rear garden on Main Street, Mullinavat, (P.04/5045).

1.8 Heritage Designations

1.8.1 Record of Protected Structures

Mullinavat has 5 protected structure recorded in the County Development Plan, 2002, Record of Protected Structures. The existing Record of Protected Structures is shown in Appendix 1 of this Plan.

1.9 Nature Conservation Designations

There is no designated conservation area within the plan area for Mullinavat. However, both the Poulanassa River and the Blackwater River merge with the River Suir which is a candidate Special Area of Conservation (cSAC). These rivers are of ecological importance in their own right and for the potential impact that they may have on the River Suir cSAC. These habitats and the associated bank side woodland vegetation are therefore of high conservation value.

An Ecological Survey of the Mullinavat area was carried out by an Ecologist as part of this plan process. This report is included as Appendix 2 of this Plan.

1.10 National Spatial Strategy

The National Spatial Strategy was published in 2003, and this has set out a strategy for the location of development in the region. This has identified Kilkenny City as a hub, and Waterford City as a gateway¹.

The Strategy also makes reference to the network of villages that has developed throughout the south east region, with the support of a traditionally prosperous agricultural base. In the context of falling farm-based employment the Strategy states that there is a need to address the development of these villages, and to enhance the attractiveness of them as residential areas and locations for other functions, such as tourism, drawn to the region by the Waterford gateway and the extensive network of larger urban centres throughout the region. Such initiatives could include local infrastructure servicing programmes either by local authorities or in partnership with the private sector, the acquisition of key sites that unlock potential for back-land development and complementary policies to encourage people to live in villages by making them more pleasant places to live.

1.11 Regional Planning Guidelines

Regional Planning Guidelines (RPG's) were adopted by the South East Regional Authority in May 2004. The RPG's set out a long term strategic planning framework for the South East Region within the overall Spatial Framework of the National Spatial Strategy. This links the national spatial policy to the plan making functions of the local authorities.

The regional guidelines identify an extensive network of smaller towns and villages across the region that play particularly important roles as service/retail/residential centres. These towns and villages are identified as needing to be developed in a way that respects their existing character while at the same time strengthening their role as local service centres.

This involves ways of making the existing towns and villages more attractive locations to live in. This will in turn impact on the maintenance of services throughout the region. Achieving the right balance between encouraging development in towns and villages and the scale and nature of such development is critical. It is important to ensure that new residential development in smaller towns and villages is of a design, layout, character and scale which fits well with the town or village involved and presents a high quality living environment.

The RPG's encourage local authorities to develop towns and villages through setting out clear policies in their development plans and in other local plans where appropriate. These plans should be supported where possible by measures such as the provision

¹ Gateway – a nationally significant centre, whose location and scale supports the achievement of the type of critical mass necessary to sustain strong levels of job growth
Hub – a town that links the capability of the gateways to other areas

of appropriate services and sites. This would help to reduce the pressure for urban related development in the open countryside and will ensure that existing towns and villages become attractive settlement centres and assist in the long-term vitality and viability of the rural parts of the South-East.

1.12 Public Consultation

The Planning and Development Act 2000 introduced statutory Local Area Plans and a requirement that planning authorities take whatever steps they considered necessary to consult the public in preparing a Local Area Plan.

The first step undertaken in the public consultation process was the preparation of an information leaflet, which notified the public of the date and time of a consultation meeting. This leaflet also contained an explanation of the Local Area Plan process and some background information. Leaflets were distributed to local retail outlets and posted to representatives of local community groups and organisations which had been identified through the County Development Board. Statutory bodies and Government agencies were also notified and sent a leaflet. In addition, the meeting was advertised on the Council website, on local radio and in the local press.

A public consultation meeting was held on the 19th October, 2004 in Mullinavat Community Hall, which was very well attended. This meeting was held in order to obtain local knowledge to assist in compiling a profile of the area, and to learn the views of the participants, which would be an input into the preparation of the Local Area plans. The entire group was divided into six smaller groups, to discuss a number of topics with the aid of a facilitator. Each group dealt with four headings from the following list:

- Housing and Population**
- Infrastructure**
- Employment and Economy**
- Education and Training**
- Transport**
- Community Facilities – Recreation**
- Amenity Enhancement**
- Community Supports – Social Services**

Much useful, detailed information was provided at the meeting, which was used to compile a profile of the area, and the views and recommendations raised by the participants in relation to each topic were recorded. These points have been considered in full, and have contributed to the drafting of the objectives and policies within this proposed Local Area Plan.

Following this meeting, a leaflet was drawn up outlining the issues raised and the next steps in the Local Area Plan process. This was circulated to the attendants of the meeting and copies were also made available in local retail outlets.

Each of the headings is discussed in the next section, with the results of the public consultation being used to devise policies and objectives for Mullinavat.

2 POLICIES AND OBJECTIVES

The information gathered was divided under a total of eight headings. Each heading is dealt with below, in a structured format. First, the issues raised in the public consultation are outlined. Second, the existing situation, based on survey, research work and local information gathered, is discussed. These are then used to formulate policies and objectives under each heading.

2.1 Housing and Population

From the public consultation the need for a good supply of private in addition to social and affordable housing, was discussed.

2.1.1 Development Strategy

Mullinavat had a population of 309 recorded at the 2002 Census. The capacity of Mullinavat to accommodate population growth can be examined by assessing the capacity of the services available, such as infrastructural, community and educational services.

With regard to the infrastructural services, at present there is no spare capacity available in either the water supply or sewerage networks.

The development strategy for Mullinavat will provide for the consolidation of new development with the existing built-up area by appropriate and controlled expansion of development to the existing village, which is intended to be socially cohesive and will support appropriate service expansion. The Council will encourage the planned development of serviced lands within the development boundary. Development on any zoned land must be at sustainable densities.

The plan allows for the expansion of the village in a controlled manner to a target population of approximately 600 persons. It is not expected or anticipated that this target would be achieved within the lifetime of this plan.

This development strategy for Mullinavat is in line with the National Spatial Strategy and the Regional Planning Guidelines which seek the expansion of the smaller towns and villages to strengthen their roles as service and residential centres in a way that respects their existing character.

Achieving the right balance between encouraging development and the scale and nature of such development is critical.

Policy:	To ensure the controlled development of Mullinavat, which reflects the character of the existing town in terms of structure, pattern, scale, design and materials, with adequate provision of open space
----------------	--

Objectives:

1. To protect the residential amenity of existing dwellings
2. To ensure a high standard in design, layout, provision of open space, landscaping and variation in house type and size in new residential developments
3. To have an appropriate social mix in the village and in new residential developments providing a range of unit types/sizes
4. To ensure the provision of landscaped pedestrian and bicycle links between and within residential areas and the village centre
5. To implement the Housing Strategy contained in Appendix A of the County Development Plan 2002
6. To ensure that an adequate amount of land is included in the development boundary of the town to cater for its expansion over the period of the plan
7. To encourage planned housing development of serviced lands within the development boundary. The Planning Authority will require that serviced/serviceable lands will be developed in depth and at appropriate densities. The use of degraded or brown field sites will be preferred and utilised where possible in order to improve the environmental character of the village

2.1.2 Urban Form

The predominant pattern and shape of Mullinavat is that of a linear settlement that takes its form along what is now the N9. The core of the village is centred on a staggered crossroads – the Piltown Road, west and the New Ross Road, east.

The strong linear pattern of the village, aligned on the national primary route, has meant that development has been limited or restricted immediately to the north and south of the settlement in the interests of traffic safety, thus assisting in consolidating the village. Development also appears to have been somewhat restricted to the west of the village, given the low lying floodplain area of the river. Access to fields and backlands to the east of the village also appears to have been restricted given the presence of the Dublin to Waterford Railway line.

Development associated with the village's growth has been predominantly single one off buildings and/or dwellings, with just two small housing developments occurring on the south end of the village. The tight urban grain associated with the traditional core of the village gives way to a looser urban pattern associated with more recent developments of one-off bungalow development on either end of the village. This loose urban pattern has a more suburban character, both in the design and form of buildings, but also in the fact that buildings are set-back further from the road edge. The set-back is justifiable to a degree, given the heavy traffic volumes experienced along the N9, but it does detract from the traditional character of the village.

On the N9 approach to the village – both northbound and southbound – the alignment of the road is relatively straight, however within the centre of the village, the road meanders

giving the streetscape a particular character – enclosing and framing views along the street. This meandering street creates a sequence of views unfolding as one moves through the townscape. The width of the street varies considerably along its length – tighter in some places and significantly wider in others. The respective building lines are furthest apart in the centre of the village, near the crossroads, indicative perhaps of the need to accommodate fairs and markets within the village in former times. Today this broad area of the street accommodates considerable car parking – much of it aligned at right angles to the kerb (on the west side). If the street were not so busy (i.e., by-passed), and if a convenient off-street car park were developed, then it may be possible to consider the development of a small civic space with trees, seating and new paving, which would greatly enhance the area.

In the medium to longer term it would be of benefit to the urban form of the village if a civic space could be developed near the cross roads if and when convenient car parking is developed and the village is bypassed. An objective for this is included in the plan.

The street that runs east from the cross roads towards the Church is considerably narrower than the main street. The strong building form along much of its length to the railway bridge provides ‘spatial containment’ and creates a strong sense of enclosure. On the north side of the street there is a considerable amount of out-buildings that appear to no longer serve their original purpose and lie vacant or underutilized. However, the overall building form remains an important feature of the streetscape.

Beyond the railway bridge the road rises steeply with the Church graveyard on one side and an undeveloped field on the other. Near the top of the hill and past the Church the road broadens and, in urban design terms, the space leaks out – diffused by the transition to the rural environs of the village and reinforced by the broad wide road which accommodates car parking for local Church goers.

On the west side of the village – on the road to Piltown – the road meanders, bounded by a stone wall and neat hedgerow and leading to the bridge over the Black Water River. Though there are dwellings and bungalows, the character is distinctly rural. Most of the buildings in the traditional core of the village are of two storey development, though there are numerous single storey buildings. Three storeys are uncommon, though a few are noted.

While most buildings in the village are cement rendered, there are several fine examples of stone structures, the most impressive of which includes the railway bridges and the former railway station. There are numerous examples of stone outbuildings and some of the stone work is to a fairly high standard. Where this is the case, retention and refurbishment would be preferential to demolition and new build. Despite the fact that many of the buildings are cement rendered, red brick is a common material in chimneys and there are several examples of yellow string courses (yellow brick bands) in chimneys too. On this basis, it is possible that some of the existing rendered structures were constructed with brick and later rendered.

There are numerous examples of agricultural buildings, farmsteads and galvanized steel barn structures within the village. Some of these steel roofed structures are likely to present opportunities for redevelopment over the coming years; however some of the agricultural outbuildings are constructed of stone and add great character to the area. Their retention and refurbishment into habitable buildings, would contribute to the overall townscape.

The roof line in many Irish towns is never constant but tends to vary within a limited range. It is noted however, that some of the terraces in Mullinavat have quite a consistency of uniform building heights, roof ridge and roof pitch. Where this is evident it should be maintained. Elsewhere, new infill buildings should be encouraged to either step up above or below their neighbour, as would be the case. There are a number of single storey buildings which were constructed within the last thirty years or so – some of which also have flat roofs. Many of these single storey buildings are generally inappropriate and would benefit from redevelopment to two storeys or more, though each case should be judged on its merits, as there are one or two examples of buildings with one and half storeys height which contribute to the character of the village.

Objectives:

1. To ensure that infill development is contextually compatible as is outlined in Appendix 4 of this Plan
2. To ensure the maintenance and protection of housing within the village centre, and to encourage continued residential use of upper floors. To encourage the building of new infill development where vacant plots exist.
3. To develop a civic space near the centre of the village at the junction of Main street and the Piltown road subject to convenient car parking being provided and the village being bypassed.

2.1.3 Serviced sites

It will be an objective of this Plan to provide for serviced sites on the edge of Mullinavat which can allow people to design their own homes on their own sites. This would have the potential to alleviate pressure for ribbon development and urban generated rural housing on the approaches into Mullinavat. Maximum recommended densities for this zoning would be in the range of 2 to 5 per acre, depending on the quality of design and servicing arrangements. Design guidance and servicing arrangements on this is available in Chapter 4.

The applicant for site development will be required to produce a house design brief in consultation with the Council which should be prepared by a qualified architect (RIAI or equivalent). The applicant for site development will also be required to seek permission for “other relevant works” which will include works additional to roads and services – i.e. common landscaping, etc.

For any such development, there should be a continuity of design in terms of scale, compatibility and general harmony. Applicants will also be expected to employ the services of qualified architects (RIAI or equivalent) when applying for individual houses.

2.1.4 Integration of Developments

In assessing any new development in Mullinavat, the Council may have regard to the development potential of adjoining land, and will assess any application, with a view to providing for the development of these lands in an integrated manner. This applies to any land parcel, and relates to all aspects of development, including open space provision, access arrangements and pedestrian and cycle links.

The distinction between any residential schemes should be maintained by the use of design and detailing, to give each its own distinct identity where appropriate.

Objective:	To assess any new development having regard to the development potential of adjoining land
Objective:	To ensure the integration of adjoining residential schemes, where appropriate, in relation to pedestrian and cycleway links, public open space provision and scheme layout

2.2 Infrastructure

For development to proceed within the town, it will be necessary for development proposals to address the effects imposed on existing water services (water supply, foul drainage and storm drainage systems).

The Council will seek to secure the upgrading of the existing water services through agreements with developers and/or landowners as appropriate.

Objective:	To secure the upgrading of all water services through agreements with developers and/or landowners as appropriate
-------------------	---

2.2.1 Sewerage Network

Mullinavat is served by a sewerage scheme with primary treatment only, which was constructed in 1983. This plant is currently operating over its design capacity. For development to proceed in the village, it will be necessary for development proposals to address the existing foul and storm drainage networks. It is not the intention of the Council to allow further significant development without the mechanism in place to deliver the necessary upgrading of the foul and storm networks as appropriate.

The Council will seek to secure the upgrading of the existing water services through agreements with developers and/or landowners as appropriate.

Policy:	To ensure that the necessary sewerage facilities to serve the needs of all development within the village are provided and to prevent pollution
----------------	---

Objective:	To improve and upgrade the existing foul sewer network and treatment system as resources and finances permit
Objective:	To prohibit the connection to the sewerage system of any proposed development out of phase with the overall development of the town or where the existing services are committed for other development
Objective:	To preserve free from development, the way leaves of all public sewers

2.2.2 Surface Water Drainage

It is essential that surface water be disposed of in a satisfactory manner from new developments. It is an objective of the Council to secure the disposal of surface water associated with developments to avoid increase in the risk of flooding. This objective is to be achieved in keeping with modern good practice and having regard to the characteristics and attributes of each site.

Policy:	To seek positive surface water drainage incorporating discharge flow attenuation for all green field site developments other than those that are isolated and small in scale and unlikely to increase the risk of flooding
----------------	--

This means that all storm water shall be collected in a storm water pipe network with attenuation and disposed of to a watercourse, and shall not be directed to a soak pit. It will be the responsibility of the developer to prove that the pipe network and/or watercourse into which discharge is proposed has an adequate capacity, and will not give rise to flooding off site. Ground soakage for roof water from houses may be permitted subject to the developer establishing that site is suitable.

The onus is on the developer to establish that the receiving drainage system and/or watercourse can cater for the discharge without increased risk of flooding off site.

2.2.3 Water supply

Mullinavat is served by the Mooncoin Regional Water Supply Scheme. The reservoir is located at Clonassy, which has an adequate water supply to serve Mullinavat. Apart from deficiencies in water volumes, satisfaction was expressed with the water supply generally. The public water supply will be upgraded, subject to adequate funding being available, as part of the National Water Services Investment Programme.

Policy:	To provide water in sufficient quantity and quality to serve the needs of the existing and future population, and future commercial development as resources and finance permit.
----------------	--

Objective:	To provide sufficient water to serve all lands zoned for development in this plan as resources and finance permit.
Objective:	To continuously monitor water quality in the area to ensure the maintenance of high water quality standards
Objective:	To preserve free from development the way leaves of all public water mains

2.2.4 Waste

Kilkenny County Council adopted the Joint Waste Management Plan for the South East Region in 2002. The Plan is currently under review.

Waste collection was privatised by the Council in the 1990's and all waste is now collected by private contractors. European Union environmental policy dictates that the "*polluter pays principle*" be applied, which means that the full costs associated with environmentally sound recovery and disposal of waste are charged to the customer.

With regard to recycling, it is Council and regional policy that bring bank centres for clear, green and brown glass and aluminium cans are provided at villages throughout the county. There is a bring centre in Mullinavat at present, located in the car park of the Church, where glass (brown, green, clear) and aluminium cans can be deposited. This is considered an appropriate location for a bring centre.

A kerbside collection for dry recyclable waste was introduced in 2003 to all urban areas and most serviced rural areas. This collection covers newspapers, cardboard, magazines, food cans, drink cans and plastic. Glass is still disposed of at the bottle banks.

It is an objective of the Joint Waste Management Plan for the South East Region to provide a three bin collection system (the third bin is for biodegradable waste) in all towns and villages with a population greater than 1,000 by 2008. For recycling of biodegradable waste in smaller villages and rural areas, it is Council policy to continue to promote the use of home composting units.

It is an objective of the Joint Waste Management Plan for the South East Region to provide two Civic Amenity Recycling Centres in the County. These centres cater for a full range of household recyclables including hazardous and non-hazardous waste. One site is located at Dunmore, just north of Kilkenny City. A site has been identified for the second Centre, close to Grannagh junction in the south of the County. The planning process for this site is due to commence in 2006.

The importance of education and awareness in the encouragement of recycling and promoting more sustainable practices is acknowledged by Kilkenny County Council and endorsed by the appointment of an Environmental Awareness Officer in 2002. This Officer provides regular dissemination of information through group meetings, leaflets and other promotional materials, and any community can access these services. These services will continue to improve the level of environmental awareness throughout the county.

Policy:	To continue to encourage and facilitate recycling and the minimisation of waste in line with the objectives of the Joint Waste Management Plan for the South East Region
----------------	--

Objective:	To ensure Mullinavat has an adequate solid waste collection system
Objective:	To continue to work with and encourage the prevention, minimisation, re-use, recycling and safe disposal of waste in accordance with the Joint Waste Management Plan for the South East Region

2.2.5 Telecommunications

Telecommunications have become centrally important to the prospects of any local economy, and their role in the development of Mullinavat was emphasised through the public consultation. Broadband was seen as critical, and the Council should endeavour to support the provision and extension of broadband infrastructure, in conjunction with the Department of Communications, Marine and Natural Resources. Mullinavat does not have access to broadband at present.

Policy:	To support and encourage the provision of the necessary telecommunications for the existing and future development of Mullinavat
Objective:	To support and encourage the provision of broadband infrastructure in Mullinavat

2.3 Employment and Economy

It was noted that there is a lack of employment opportunities in Mullinavat and it was also noted that commuting to both Waterford and Kilkenny plays a significant role in Mullinavat's economy.

There is a need for rural development initiatives which encourage community-led job creation schemes. There are a number of agencies which can assist and facilitate in this, and these should be identified and a partnership established to initiate this. A site has

been designated for industrial purposes, to the south of the village, for new light industrial developments. This is as a result of the consultation exercise carried out for the plan.

Objective:	To encourage job/employment creation initiatives
Objective:	To facilitate, or assist in identifying agencies, which can facilitate community-led job creation schemes
Objective:	To have all new industrial developments appropriately landscaped and screened

2.3.1 Retail

The *Retail Planning Guidelines for Planning Authorities* sets out Government policy in relation to shops in small towns and rural areas². The vital role that food stores and supermarkets play in maintaining the quality and range of shopping in smaller rural town centres and assisting in the anchoring of the surrounding local economy, is recognised. Planning policies should be supportive of local facilities in small towns and villages which provide an effective and valuable service to the local economy.

The facilitation of additional commercial activities to serve future development will be done through appropriate zoning objectives in this plan. There will be a clear presumption in favour of centre locations for new developments, i.e. in the village centre zone.

Where it is not possible to provide the form and scale of development that is required on a site within the town centre, then consideration can be given to a site on the edge of the town centre. An edge of centre location is one within easy and convenient walking distance from the town centre, and providing parking facilities that serve the centre as well as the new development, thus enabling one trip to serve several purposes.

Policy:	To facilitate the expansion of the retail base to serve the needs of the current and future population, in accordance with the policies as laid out by the County Development Plan 2002 and the Retail Planning Guidelines, 2004
Objective:	To encourage and facilitate the preservation and enhancement of Mullinavat as a local service centre

² Department of the Environment and Local Government, 2004 *Retail Planning Guidelines for Planning Authorities*

2.3.2 Tourism

The main attractions in Mullinavat from a tourist perspective were identified as the Poulanassy Waterfall, Tory Hill, Leac and Scail and the Three Friars.

Poulanassy Waterfall forms a cascade of water where the river falls over a shelf of rock. The waterfall is approximately 2 miles south west of the village of Mullinavat on the road through Clonassy to Piltown. However, access to Poulanassy Waterfall was an issue raised during public consultation.

Tory Hill rises to a height of 966ft (290 metres) above sea level where excellent views of five counties (Kilkenny, Wexford, Waterford, Tipperary and Carlow) can be seen from the summit.

Leac an Scail, flagstone of the warrior, is a magnificent portal dolmen and is located at Harristown bordering the townland of Kilmouge, five miles from the village of Mullinavat.

The Three Friars is the name given to three pillar stones which are found at the cross roads known as the Three Friars, three miles south east of the village of Mullinavat. These three pillar stones are painted white and it is said that three Friars were murdered by Cromwellian soldiers in 1651.

Policy: To facilitate the protection, promotion and enjoyment of the built and natural heritage of the area, in conjunction with the local community and relevant agencies.

Objective: To facilitate and encourage the development of facilities catering for tourists in Mullinavat

2.4 Education and Training

2.4.1 Primary Education

There was general satisfaction expressed with the primary schools in the area. Mullinavat is served by two primary schools, St. Beacon's National School, Mullinavat and St. Colmcille's National School, Bigwood, Mullinavat. St. Beacon's National School is located in the village to the rear of the properties on the west side of the main street. It is accessed via a pedestrian link from the main street, with vehicular access off the Kilmoganny Road, to the west of the village. St. Colmcille's National School is located in the townland of Bigwood.

St. Beacon's National School has 146 pupils with five mainstream teachers, one learning support teacher and one shared support teacher. 27 new pupils were enrolled into junior infants in September 2005. The school consists of five classrooms, one computer room, one resource/learning support room and a central hall. The grounds of the school are extensive and include both grassed and hard surfaced playing areas.

St. Colmcille’s National School in Bigwood has 36 pupils with two mainstream teachers, one special needs teacher and a part time learning support teacher. The school consists of three classrooms and a hall. There is a playing field to the rear of the school and a concrete yard to the front. There is also a hard surfaced area across the road from the school that is also used as a play area.

2.4.2 Secondary Education

There is no secondary school in Mullinavat. The nearest secondary school is located in Ballyhale with other schools in Waterford City and New Ross.

2.4.3 Third level Education

The nearest third level institution is located in Waterford, the Waterford Institute of Technology, and this offers a wide range of courses.

2.4.4 Adult Education

There was a need identified for adult training courses in Mullinavat. Ideas for classes included computer classes, literacy classes, community development training, small business development, and language training.

Objective:	To facilitate the development of educational opportunities and facilities to meet the needs of the existing and future population
Objective:	To co-operate with the Department of Education in the provision of an adequate number of school places to serve the needs of the village’s population
Objective:	To support the continuation of the FÁS Community Employment Scheme or other equivalent/replacement scheme

2.5 Transport

2.5.1 Roads

The main road running through Mullinavat is the N9, which is the National Route linking Kilkenny and Waterford. There is a proposal to construct a new high quality dual carriageway between Dublin and Waterford which will by-pass Mullinavat and will be located to the east of the village. This is hoped to result in a significant reduction in through traffic using the existing N9 through Mullinavat.

2.5.2 Footpaths and Lighting

The priority areas identified for improvements to footpaths, pedestrian facilities and lighting are on the road to the west of the village out to the hurling pitch and also to St. Beacons National School.

In general, road and footpaths throughout the town are in good condition, as there were extensive works were carried out over the last 6 years to footpaths and roads in Mullinavat. This work has taken place under traffic calming scheme, pavement and improvement urban and village renewal and the public lighting programme.

Lighting will be extended from the village to the hurling pitch and the school under the public lighting programme within the life of the programme.

Appropriate public lighting will be required as part of any new development.

Policy:	To provide quality lighting and footpaths throughout the town that will secure the safe movement of pedestrians, cyclists and drivers alike
----------------	---

Objective:	To require appropriate public lighting as part of any new residential development
-------------------	---

Objective:	To provide public lighting from the main street to the hurling pitch and the primary school within the period of the plan
-------------------	---

2.5.3 Traffic calming

A traffic calming scheme was carried on the main street in Mullinavat in 2004. Speeding was identified as a problem, particularly on approach roads and through the village. The lack of car parking as a result of the traffic calming measures was also highlighted as a traffic safety issue.

Objective:	To monitor and review the Traffic Calming Scheme for Mullinavat within the period of this Plan
-------------------	--

2.5.4 Traffic at the Schools

There was general satisfaction with regard to traffic at the schools. The issue was raised however, that the vehicular access for St. Colmcille's National School is too narrow and large school buses are unable to enter the school grounds. This results in children having to get on and off the school bus at the school gates.

School warning and road signage has been put in place this year under the planning and development contribution scheme.

Objective:	To facilitate and encourage the development of a school access which will cater for School busses.
-------------------	--

2.5.5 Linkages within the Town

As discussed in Section 2.1.4 in assessing any new development in Mullinavat, the Council may have regard to the development potential of adjoining land. One of the

elements of this integration will be the provision of pedestrian and cycle linkages between all new developments, to provide for a pleasant network of routes and walkways interlinking the town.

Objective: To provide for appropriate pedestrian and cycleway linkages between all new and existing developments

2.5.6 Public transport

There is a good public transport service through Mullinavat due to its location on the N9 national route. There are daily buses to Kilkenny, Dublin and Waterford. There is also a Ring-a-link bus service which serves the more socially isolated areas in the rural hinterland of Mullinavat. This service travels into Waterford City every Wednesday.

In the past Mullinavat was serviced by a rail stop and the former Railway Station still exists. The Council is in favour of any initiative which would encourage the use of public transport.

Policy: To support the reintroduction of a rail stop to serve the village in cooperation with the relevant statutory authority

Objective: To facilitate and encourage the expansion of public transport servicing Mullinavat.

2.5.7 Parking

Parking in Mullinavat is mainly provided on street. However, due to the widening of the footpaths along the main street as part of the traffic calming scheme, a number of car parking spaces have been removed. The lack of adequate car parking in the village was raised as part of the public consultation process and was seen as a significant curtailment to the day to day life of the village.

Policy: The Council will consider proposals for additional car parking on suitable sites and seek appropriate provision of adequate car parking in any new developments

Objective: To identify a suitable location for a public car park in the village close to the main street within the period of plan

Objective : To ensure adequate car parking spaces are provided in all new developments

Objective: To provide disabled car parking spaces at appropriate locations throughout the village

Objective:	To apply the car parking standards in the County Development Plan to new developments within the village
-------------------	--

2.6 Community Facilities – Recreation

2.6.1 Open space

West of the Blackwater River, on the Piltown Road, there is a GAA sports field. There is however playing fields associated with the school north of the bridge, on the east side of the river.

A new playground was constructed in the village on parish land as part of the Village and Urban Renewal Scheme 2005.

Apart from these areas, the provision of open space in the village is limited. There is however a number of incidental areas of open space associated with housing estates such as Glen Crescent. This is generally well landscaped and maintained.

During the public consultation the need for a soccer pitch to accommodate the local soccer club was highlighted.

A small walkway, known as Boisin Corcai or Cork Lane, is located to the east of the village, and runs along the rear of the properties on the main street as far as a weir.

As part of the plan significant areas of open space have been zoned in the development blocks to cater for the provision of adequate passive and active areas of open space.

Policy:

1. The Planning Authority will not normally permit development which would result in the loss of public or private playing fields, parks, children's play space, amenity open space or land zoned for recreational or open space purposes. An exception may be considered where all of the following requirements are demonstrably met:

- a) There is a clear excess of playing fields or open space provision within the area. This should take into account the long-term needs of the community, the type and recreational and amenity value and accessibility of such provision.
- b) Alternative compensatory provision is made which is both accessible to and of equal or greater quality and benefit to the community.
- c) The continued use, proper maintenance and enhancement of the amenity/facility can best be achieved by the redevelopment of a small part of the site that will not adversely affect its overall sporting, recreational and/or amenity value of the facility.
- d) The site is indicated for an alternative use in the development plan.

2. It is the policy of the Council to provide, maintain and manage a children’s play area in Mullinavat within public open spaces or other suitable locations where it is appropriate and as finance and resources permit.
3. The Council will investigate ways of improving the quality and capacity of existing sporting and recreational facilities.
4. The Council will investigate ways of assisting in the provision of new sporting recreational and leisure facilities through initiatives in both the public and private sector

Objective:	To provide quality open space to meet the needs of the existing and future population
Objective:	To protect the banks of the River Blackwater and develop a river walk along it, in conjunction with the relevant statutory bodies and voluntary groups
Objective:	To ensure that all residential developments address adjoining open space to provide for their passive supervision
Objective:	To protect existing open spaces and recreational uses from encroachment by other uses

2.6.2 Recreation

There are a number of sporting groups in the town. Sports available include hurling, football, camogie, badminton and handball. The GAA club recently added new dressing rooms and showers to their facilities located to the west of the village out the Piltown Road. Other recreational groups active in the village include ICA, Macra Na Feirme and Young at Heart. There is one community hall in Mullinavat located off Main Street. Access to this site is via a very narrow laneway off the main street. The hall itself is also in need of extensive repair.

An amenity area was constructed on church property adjacent to the handball alley in Mullinavat under the Urban and Village Renewal Programme 2005, following extensive consultations with representatives of various community organisations. Significant works were carried out including the removal of a redundant tennis court, provision of footpaths, seating, tree and shrub planting and a play area including swings, rockers and roundabout.

Objective:	To facilitate and encourage the provision of a community building to provide for the social and training needs of the local community.
Objective:	To support the provision of appropriate recreational facilities to serve the present and future population of the village

Objective:	To maintain and manage the play area in Mullinavat
Objective:	To secure the provision of adequate recreation and amenity facilities in conjunction with new developments.

2.7 Conservation and Preservation

A number of issues with regard to conservation and preservation in Mullinavat emerged at the public consultation. Dereliction, poor upkeep and maintenance were identified as some of the problems. Litter was also identified as a serious issue.

Policy:	To protect and enhance the amenity and built environment of Mullinavat and to provide an aesthetically pleasing appearance for both the built and natural environment of the village
----------------	--

2.7.1 Conservation

Mullinavat has 5 structures listed in the County Development Plan, 2002. The existing Record of Protected Structures is shown in Appendix 1 of this Plan.

It is an objective of the Council to preserve Protected Structures. Alterations to Protected Structures normally require planning permission and should be subject to early consultation with Kilkenny County Council's Planning Department. Generally, all repair and maintenance works should be carried out on a 'like for like' basis and in accordance with the Conservation Guidelines published by the Department of the Environment, Heritage & Local Government, 1996. In addition, the Council will assess any application for redevelopment or infill for its contribution to the streetscape. Further guidance on this is available in Chapter 4.

Objective:	To seek the conservation and protection of the buildings listed in the Record of Protected Structures.
-------------------	--

2.7.2 Archaeology

It is Council policy, in considering development proposals which would affect the sites as outlined in Chapter 1, to have regard to the recommendations of the Department of the Environment, Heritage and Local Government concerning archaeological assessment and the monitoring of excavations during construction.

Objective:	To have regard to the recommendations of the Department of the Environment, Heritage and Local Government, concerning archaeological assessment and the monitoring of excavations during construction, in considering development proposals which would affect any archaeologically designated sites
-------------------	--

2.7.3 Dereliction

Dereliction and the maintenance of buildings is an issue in Mullinavat. There are currently 3 identified derelict sites in Mullinavat. Guidelines for the redevelopment of sites are outlined in Chapter 4.

Policy:	To encourage and provide for the sensitive refurbishment or redevelopment of derelict sites in the village
Policy:	To implement the Derelict Sites Act 1990 in order to ensure the removal of dereliction within the Plan period as resources permit

2.7.4 Litter

Litter was identified as a serious issue, and there were problems identified with the bins. The public dustbins are supplied by Kilkenny County Council and are emptied by a private waste collector.

The Litter Management Plan, 2003 – 2006, sets out the Council’s policy with regard to tackling the problem of litter over the next couple of years. One of the objectives of this is to provide additional and improved litter bins in strategic locations and to maintain, or to make arrangements for, the maintenance of existing bins.

The current Litter Management Plan will be reviewed later in 2006.

Objective:	To reassess the provision of additional and improved litter bins along the main street and to maintain, or to make arrangements for, the maintenance of existing bins under the Litter Management Plan.
Objective:	To implement the provisions of the Litter Management Plan

2.7.5 Shopfronts

There are a number of premises in the town that have modern shopfronts that are not generally in keeping with the character of the building. However, they are not too prominent.

In order to retain the character of the town, it is important to ensure that the scale of shopfront signs and nameplates is neither out of scale with the ground floor façade area of a building nor out of character with the overall composition of the building.

Objective:	To seek, as the opportunity arises, that all utility cables in the town centre be laid underground
Objective:	To control the development of shopfronts and advertising to preserve the character of the village

Objective:	To ensure that the scale of shopfront signs and nameplates is not out of scale with the ground floor façade area of a building nor out of character with the overall composition of the building. See Appendix 1 of this Plan.
-------------------	--

2.7.6 Planting

Appropriate planting can be used to enhance the environment and additional planting would add to the amenity of the town, and would also add to any new developments. Landscaping requirements for new developments are outlined in Chapter 4.

Objective:	To require appropriate planting of semi-mature trees, using native species where appropriate, in any new development and to preserve and augment existing mature trees and hedgerows
-------------------	--

2.7.7 Ecology and Biodiversity

The Poulanassa and Blackwater Rivers merge with the River Suir which is a candidate Special Area of Conservation (cSAC). These rivers are of ecological importance in their own right and for the potential impact that they may have on the River Suir cSAC. These habitats and the associated bankside woodland vegetation are therefore of high conservation value.

An Ecological Survey of the Mullinavat area was carried out by an Ecologist as part of this plan process. This report is included as Appendix 2 of this Plan.

Objective:	To ensure the protection and/or conservation as appropriate of the designated sites outlined as areas of ecological interest in the ecological study and to control development which would be inimical to the preservation or conservation of their essential character
-------------------	--

Some tree groups have also been identified as being of amenity significance and the preservation of these will be an objective of this plan. See Zoning Objectives Map.

Objective:	To retain the trees as identified in the zoning objectives map except where their removal is due to the interests of public safety and good design or the trees are in an unhealthy state
-------------------	---

2.8 Community Supports – Social Services

2.8.1 Services

Mullinavat contains a variety of services, including a Health Centre, a Credit Union, a Post Office, a playgroup, a restaurant with function room and guest accommodation and a number of public houses. Its service base should expand to keep pace with development and to maintain its important role in the local rural area.

Objective:	To maintain and enhance the role of Mullinavat as a local market centre for its rural catchment area and as a centre to service the anticipated expansion during the period of the Plan
Objective:	To facilitate the development of a new parish hall/community centre within the village

2.8.1.1 Garda Síochána

There is no resident Garda in Mullinavat. The Gardai from the Thomastown Station patrol the Mullinavat area and a garda is present in Mullinavat every Friday.

Policy:	To support the development of Garda services in Mullinavat in co-operation with the Garda Síochána
----------------	--

2.8.1.2 Library Service

At the public consultation, the need for a permanent library service in Mullinavat was highlighted. The Mobile Library Service serves Mullinavat every three weeks.

A site owned by the parish has been identified for community facilities which could include a library facility. This site is adjacent the existing church car park.

It is the Council's policy to provide a permanent library facility in Mullinavat.

Objective:	To provide for the development of a permanent library service in a suitable location in co-operation with the community subject to resources and finance being available.
-------------------	---

2.8.2 Youth

Although there is a strong GAA club in Mullinavat, the public consultation identified year round facilities and activities suitable for all interests and age levels as a need. The existing community hall is in need of refurbishment and access to it is difficult off the main street.

If a new community facility is developed close to the church then there is a possibility of redeveloping the existing community hall site for the benefit of the village.

Objective:	To support the development of youth services in co-operation with the local community and relevant agencies
-------------------	---

2.8.3 Elderly

A number of issues in relation to services for the elderly were raised. The housing for the elderly is seen as a great facility in the village. However, the need for a small nursing

home or semi-independent living facilities with voluntary support was identified as a need in the area.

The Rural Transport Initiative provides a Ring-a-link service, which serves the more socially isolated areas in the rural hinterland of Mullinavat and it runs every Wednesday into Waterford City.

Objective: To facilitate and support the expansion of the range of facilities catering for the elderly population in conjunction with the community, the Health Executive and the Carers' Association

2.8.4 Healthcare

As set out in Section 7.15 of the County Development Plan 2002, it is the policy of the Council to facilitate the development by the South Eastern Health Board of a comprehensive range of health and social care services and in particular services for the elderly including the development of community, hospital, community nursing and day care services throughout the County. There is a Health Centre in Mullinavat, located along the main street, and health service is delivered locally by the HSE at this location.

Objective: To co-operate with the Health Service Executive in the provision of health services for the village

2.8.5 Childcare

According to the Guidelines for Planning Authorities on Childcare Facilities, "Government policy on childcare is to increase the number of childcare places and facilities available and to improve the quality of childcare services for the community"³. Section 3.5.1. of the County Development Plan sets out the policies of Kilkenny County Council in relation to childcare provision. Kilkenny County Childcare committee which is a sub group of the Kilkenny County Development Board have also published a Childcare Strategy 2002-2006, to "inform the development and delivery of quality services for children in the County"⁴ between 2002 and 2006.

There is a private play group in the village, located on the main street. The provision of quality childcare services will be facilitated and encouraged by the Council, in suitable locations. Regard will also be given to the Guidelines for Best Practice in the Design of Childcare Facilities issued by the Department of Justice, Equality and Law Reform.

Objective: To facilitate and encourage the provision of an adequate range of quality childcare facilities in appropriate locations

³ Department of the Environment and Local Government, 2001, p. 3 *Childcare Facilities – Guidelines for Planning Authorities*, Stationery Office

⁴ Kilkenny County Childcare Committee, 2002 *Childcare Development Plan 2002 - 2006*

3 DEVELOPMENT OBJECTIVES

3.1 Introduction

This section of the Proposed Plan sets out specific objectives in table format from Section 2 for the development of Mullinavat. Some of the objectives can be carried out directly by the County Council, but for other objectives, for which the Council is not directly responsible the Council will have a facilitative role.

Achievement of the objectives for which the Council is directly responsible, will, in many cases be dependent upon adequate finance being made available to the Council from the Department of the Environment and Local Government and other sources. For many of the other objectives, a co-ordinated approach is needed by both the Council and local community. The Council, through its Planning Department and Community and Enterprise Department, intend to facilitate and build the capacity in the community to follow these objectives through.

Where possible, specific objectives are illustrated on the maps accompanying this plan. However some objectives are not site specific and therefore cannot be illustrated.

3.2 The Development Boundary

The development boundary for the town has been designated taking into consideration the following factors:

- The need to provide a compact and accessible village in accordance with the principles of sustainable development
- The existing built environment and road structure
- Potential population growth and demand for housing
- The need to offer location choice and housing mix
- Proximity to existing and potential community and commercial facilities and the need to encourage sustainable growth
- Linkages (transport) to other larger settlements
- The level of provision of existing infrastructure
- Existing planning permissions
- The existing railway to the east of the village.
- The line of the proposed M9/M10 road scheme.

3.3 Development Blocks

Some of the lands within the development boundary for Mullinavat have been broken into development blocks, with certain infrastructure and services to be provided within each block. The infrastructure and services objectives to be delivered in the development of each of the blocks, is set out below. The blocks are shown on the Development Blocks Map.

Block A must deliver:

- Area = 6.8 hectares approx. (16.8 acres) in total
- Housing at an average density of 20 units per ha or 8 units per acre.
- A minimum of approximately 1.1 hectares of open space adjacent to the Blackwater River
- Internal road network to provide for access from the main street and access to Block B zoned village centre and access to Block C at the western end of the school.
- Internal road network to provide access to Block F
- A minimum of approx. 1.1ha of open space adjacent to the Blackwater River set out and landscaped as a public park with access to the open space in Block F
- Development of the block to be limited by flood plain of the river Blackwater
- Provide for an upgrade to existing waste water treatment plant

Block B must deliver:

- Village centre uses to predominate over housing uses to provide for an expansion of services in the village.
- Internal road network to provide for access to block A and to the main street.
- Open space to be provided in accordance with development plan standards dependent on quantum of residential development within the block.
- Provide for an upgrade to existing waste water treatment plant

Block C must deliver:

- Area = 2.3 hectares approx. (5.6 acres)
- Housing at an average density of 8 per acre.
- A minimum of approximately 0.6 hectares of open space adjacent to the Blackwater River
- Internal road network with provision made for access for the school and Block A
- Provide for an upgrade to existing waste water treatment plant

Block D must deliver:

- Area = 8.5 hectares approx. (21 acres)
- Housing at an average density of 8 per acre.
- Public park of 1.2 hectares (3 acres) to be provided
- Site for community building/library along with car parking to be provided
- Provide for an upgrade to existing waste water treatment plant

Block E1 must deliver:

- Area = 4 acres
- Access to be provided to Block E2
- Provide for an upgrade to existing waste water treatment plant

Block E2 must deliver:

- Area = 8.5 acres
- Access to be provided to Block E1
- Provide for an upgrade to existing waste water treatment plant

Block F must deliver:

- 3.2 acres of low density residential development
- access from Main Street to the remainder of the zoned lands in the block
- road access and services to Block A
- 6 acres of a formal space set out and landscaped as a public park capable of providing a playing a pitch for organizing games and to include for access to the open space in Block A
- Provide for an upgrade to existing waste water treatment plant

3.4 Land Use Zoning

The purpose of zoning is to indicate to property owners and the general public the types of development which the Council considers most appropriate in each land use category. The land use zoning objectives are detailed below and are shown on the Land Use zoning and specific objectives map. It is the intention of the Planning Authority that the zoning of particular areas for a particular use shall not in itself exclude other uses in that area provided they are compatible with the dominant use.

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 as a whole.

In the following paragraphs:

Permissible uses mean 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.

3.4.1 Residential

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

Permissible Uses: Dwellings, open space, places of worship, community centres, halting sites, public service stations, playground or crèche, nursing home and petrol filling stations within Development Block D of the Local Area Plan.

Open for Consideration: Bed and breakfast establishments and guesthouses lock up garages, retail shop of local convenience, hotel, restaurant, and use by owner or occupier of part of a private residence as a studio, for a light industrial activity, a clinic or surgery, professional office, or as a playgroup or crèche.

3.4.2 Low density residential

Objective: To provide for low density residential development appropriate to the scale and character of Mullinavat.

The maximum residential density to be permitted here shall be 4.5 dwellings to the acre depending on servicing arrangements. These sites may need to reflect a rural character where appropriate.

Permissible Uses: Dwellings, open spaces

Open for Consideration: Places of worship, community centres, halting sites, public service installations, playgroup or crèche, Nursing home, Bed and breakfast establishments and guesthouses, lock up garages, retail shop of local convenience, hotel, public house, restaurant, use by owner or occupier of part of a private residence as a studio, for a light industrial activity, a clinic or surgery, professional office, or as a playgroup or crèche.

3.4.3 Village Centre

Objective: To provide for the development and improvement of appropriate town centre uses and allow for the development of Mullinavat as a focus for local services, sustaining and strengthening its role as a population centre. The purpose of this zone is to protect and enhance the centre of Mullinavat and to provide for and improve retailing, residential, commercial, office, cultural and other uses appropriate to the centre of a town. It will be an objective of the Council to encourage the development of backlands. Generally two storey buildings will be preferred.

Permissible Uses: Dwellings, retailing, retail warehousing, wholesale outlets, offices, public buildings or places of assembly, cultural or educational buildings, recreational buildings, halting sites, hotels, motels, guest houses, clubs, private garages, open spaces, public service installations, medical and related consultants, restaurants, public houses, car parks, halls or discotheques, and other uses as permitted and open for consideration in residential zoning.

Open for Consideration: workshop or light industry

3.4.4 Recreation, Amenity and Open Space

Objective: To preserve, provide and improve recreational open space.

Permissible Uses: Open space

Open for Consideration: Sports clubs, recreational buildings, stands, pavilions, agricultural uses, public service installations.

3.4.5 Community Facilities

Objective: To protect, provide and improve community facilities.

Permissible Uses: Educational, religious and cultural facilities, public buildings, crèches, schools, churches, hospitals, convents, community centres and halls, school playing fields, colleges, orphanages, hostels, halting sites, cemeteries, libraries and medical centres, nursing homes

Open for Consideration: Public service installations, Village Centre uses which would not conflict with the other objectives of the Plan and which would be in accordance with the proper planning and sustainable development of the area.

3.4.6 Industrial/Warehousing

Objective: To provide for industrial and related uses.

Permissible Uses: Industrial premises and ancillary offices, open spaces, warehouses, car and heavy vehicle parks.

Open for Consideration: Petrol filling stations, service stations, car showrooms, advertisement structures, wholesale premises, public service installations, play school/crèche.

3.4.7 Agriculture

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

Permissible uses: Agriculture, horticulture, public service installations.

Open for consideration: Public open space, guesthouse, restaurant, nursing home, dwelling houses in certain limited cases, halting site, private open space, other uses not contrary to the proper planning and sustainable development of the area.

N.B.: Where an area of land (without any other existing or authorised use) is not within an identifiable town or village boundary then the use of such land will be deemed to be primarily agricultural.

3.4.8 Transitional Areas

While the zoning objectives indicate the different uses permitted in each zone, it is important to avoid abrupt transitions in scale and use at the boundary of adjoining land uses zones. In these areas, it is necessary to avoid developments, which would be detrimental to the amenities of the more environmentally sensitive zone. For instance, in

zones abutting residential areas particular attention must be paid to the uses, scale and density and appearance of development proposals and to landscaping and screening proposals in order to protect the amenities of these residential areas.

3.5 Specific Objectives

As a result of the discussion under each of the eight headings as outlined in Section 2, certain objectives have been formulated. The objectives under each heading are set out below, in table form, in addition to the expected time frame for their realisation and the agencies responsible for their implementation.

3.5.1 Housing and Population

Specific Objective	Map Ref	Action By	Funding and Support Services	Time scale
To protect the residential amenity of existing dwellings	H1	Local Authority through the development control process	Developers, landowners and local authority through the development control process	Ongoing from adoption of plan
To ensure a high standard in design, layout, provision of open space, landscaping and variation in house type and size in new residential developments	H2	Developers, Landowners and Local Authority	Developers, Landowners and Local Authority through development control process	Ongoing from adoption of plan
To have an appropriate social mix in new residential developments by providing a range of unit types/sizes	H3	Developers, landowners and local authority	Developers, landowners and Local Authority through development control process	Ongoing from adoption of plan
To ensure the provision of landscaped pedestrian and bicycle links between and within residential areas and the village centre	H4	Developers, landowners and local authority	Developers, landowners and local authority	Ongoing from adoption of plan
To implement the Housing Strategy contained in appendix A of the County Development Plan 2002	H5	Local Authority	N/A	Ongoing from adoption of plan
To ensure that an adequate amount of land is included in the development boundary of the village to cater for its expansion over the period of the plan	H6	Local Authority	N/A	Ongoing from adoption of plan
To encourage planned housing development of serviced lands within the development boundary. The Planning Authority will require that serviced/serviceable lands will be developed in depth and at appropriate densities. The use of degraded or	H7	Developers, Landowners and local authority	Developers, landowners and local authority through the development control process	Ongoing from adoption of plan

brown field sites will be preferred and utilised where possible in order to improve the environmental character of the village				
--	--	--	--	--

3.5.2 Urban form

Specific Objective	Map Ref	Action By	Funding and Support Services	Time scale
To ensure that infill development is contextually compatible as is outlined in Appendix 4 of this Plan	U1	Developers, landowners and local authority	Developers, landowners and local authority	Ongoing from adoption of plan
To develop a civic space near the centre of the village at the junction of Main street and the Piltown road subject to convenient car parking being provided and subject to convenient car parking being provided and the village being bypassed.	U2	Local authority and local development groups	Local Authority	Medium to Long term
To use the powers under the Derelict Sites Act to redevelop derelict sites as opportunities arise.	U3	Local authority, landowners	Local authority	Ongoing from adoption of plan
To ensure the maintenance and preservation of housing within the village centre, and to encourage continued residential use of upper floors. To encourage the building of new infill development where vacant plots exist	U4	Developers, landowners and local authority	Developers, landowners and local authority through the development control process	Ongoing from adoption of plan
To encourage sensitive conversion to residential or tourist accommodation use of historic structures whose original use has become redundant	U5	Local authority and developers, community organisations, DoEHLG	Local authority and developers, community organisations, DoEHLG	Ongoing from adoption of plan
To assess any new development having regard to the development potential of adjoining land	U6	Local authority	Landowners and developers	Ongoing from adoption of plan
To ensure the integration of adjoining residential schemes, where appropriate, in relation to pedestrian and cycleway links, public open space provision and scheme layout	U7	Local authority, landowners and developers	Developers, landowners and local authority through the development control process	Ongoing from adoption of plan

3.5.3 Infrastructure

Specific Objective	Map Ref	Action By	Funding and Support services	Time scale
To improve and upgrade the existing foul sewer network and treatment plant as finances and resources permit.	I1	Local Authority	Local Authority & DoEHLG	Ongoing form adoption of plan
To prohibit the connection to the sewerage system of any proposed development out of phase with the overall development of the village or where the existing services are committed for other development	I2	Local authority through the development control process	Local authority	Ongoing form adoption of plan
To preserve free from development the way leaves of all public sewers	I3	Local authority through the development control process	Local authority, developers, landowners	Ongoing form adoption of plan
To seek the positive disposal of storm water in all developments	I4	Local authority, developers through the development control process	Developers	Ongoing form adoption of plan
To provide water in sufficient quantity and quality to serve the needs of the existing and future populations and future commercial development as resources and finance permit.	I5	Local authority	Local authority, DoEHLG	Ongoing form adoption of plan
To continuously monitor water quality in the area to ensure the maintenance of high water quality standards	I6	Local authority	Local authority	Ongoing form adoption of plan
To preserve free from development the way leaves of all public water mains	I7	Local authority through the development control process	Local authority, developers, landowners	Ongoing form adoption of plan
To ensure Mullinavat has an adequate solid waste collection system	I8	Local authority	Local authority, private waste collectors	Ongoing form adoption of plan
To continue to work with and encourage the prevention, minimisation, re-use, recycling and safe disposal of waste in line with the South East Regional Waste Management Plan	I9	Local authority, Tidy Towns, residents' associations, local community	Local authority, DoEHLG, local community	Ongoing from adoption of plan
To support and encourage the provision of broadband infrastructure in Mullinavat.	I10	Local Authority local residents and development groups	Telecom providers	Ongoing from adoption of the Plan

3.5.4 Employment and Economy

Specific Objective	Map Ref	Action By	Funding and Support services	Time scale
To encourage job/employment creation initiatives.	E1	Local Authority, BNS, Enterprise Ireland, IDA, Landowners, developers	Local authority, BNS, Enterprise Ireland, IDA, landowners and developers	Ongoing from adoption of plan
To facilitate, or assist in identifying agencies which can facilitate, community-led job creation schemes	E2	Local authority, BNS, Enterprise Ireland, IDA, Landowners and developers	Local Authority, BNS, Enterprise Ireland, IDA, landowners and developers	Ongoing from adoption of plan
To have all new industrial developments appropriately landscaped and screened	E3	Local authority in conjunction with developers	Developers	Ongoing from adoption of plan
To facilitate the expansion of the retail base to serve the needs of current and future population.	E4	Local authority, landowners and developers	Local authority, landowners and developers	Ongoing from adoption of plan
To encourage and facilitate the preservation and enhancement of Mullinavat as a local service centre.	E5	Local authority	Local Authority	Ongoing from adoption of the plan
To facilitate and encourage the development of facilities catering for tourists in Mullinavat	E5	Kilkenny Tourism, SERTA, Local authority, local community, developers	Kilkenny Tourism, SERTA, Local authority, local community	Ongoing from adoption of plan

3.5.5 Education and Training

Specific Objective	Map Ref	Action By	Funding and Support services	Time scale
To facilitate the development of educational opportunities and facilities to meet the needs of the existing and future population	E & T 1	Local authority, school, in conjunction with Department of Education	Department of Education	Ongoing from adoption of plan
To co-operate with the Department of Education in the provision of an adequate number of school places to serve the needs of the village's population	E & T2	Local authority, school, in conjunction with the Department of Education	Department of Education	Ongoing from adoption of plan
To support the continuation of the FAS Community Employment Scheme or other equivalent/replacement scheme	E & T3	FAS, Department of Enterprise, Trade and Employment	FAS, Department of Enterprise, Trade and Employment	Ongoing from adoption of plan

3.5.6 Transport

Specific Objective	Map Ref	Action By	Funding and Support services	Time scale
To require appropriate public lighting as part of any new residential development	T1	Local authority through development control process	Developers	Ongoing from adoption of plan
To provide for appropriate pedestrian and cycleway linkages between all new and existing developments	T2	Local authority, developers through development control process	Local authority and developers	Ongoing from adoption of plan
To facilitate and encourage the expansion of public transport servicing Mullinavat.	T3	Local authority and bus operators	Bus operators	Medium term
To ensure adequate car parking spaces are provided in all new developments	T4	Local authority	Local authority, local community	Ongoing from adoption of plan
To provide disabled car parking spaces at appropriate locations throughout the village	T5	Local authority	Local authority	Ongoing from adoption of plan
To apply the car parking standards in the County Development Plan to new developments within the village	T6	Local authority	Local authority and developers	Ongoing from adoption of plan
To provide public lighting from the main street out to the hurling pitch and the primary school within the period of the plan.	T7	Local authority	Local authority and developers	Ongoing from adoption of plan
To identify a suitable location for a public car park in the village close to the main street within the period of plan	T8	Local Authority, Land Owners & Developers and the local community	Local authority land owners and local community	Ongoing from adoption of plan
To facilitate and encourage the development of a school access which will cater for School busses.	T9	Local Authority, land owners, developers and local community and the school.	Local Authority, land owners, developers and local community and the school.	Long term
To monitor the traffic calming scheme for Mullinavat within the period of the plan.	T10	Local Authority	Local Authority	Short term

3.5.7 Community Facilities – Recreation

Specific Objective	Map Ref	Action By	Funding and Support services	Time scale
To provide quality open space to meet	R1	Local authority,	Local authority and	Ongoing

the needs of the existing and future population		landowners and Developers	Developers	from adoption of plan
To ensure that all residential developments address adjoining open space to provide for their passive supervision	R2	Local authority, developers through development control process	Local authority and developers	Ongoing from adoption of plan
To protect the banks of the River Blackwater and develop a river walk along it, in conjunction with the relevant statutory bodies and voluntary groups	R3	Local authority, Tidy Towns, Residents' associations, development Associations	Local authority, Tidy Towns, Residents' associations, development Associations	Ongoing from adoption of plan
To protect existing open spaces and recreational uses from encroachment by other uses	R4	Local authority, local organisations, local community	Local authority	Ongoing from adoption of plan
To maintain and manage the existing plays area in the village.	R5	Local authority, local organisations, local community	Local authority	Ongoing from adoption of plan
To secure the provision of adequate recreation and amenity facilities in conjunction with new developments.	R6	Local authority, developers through development control process	Local authority and developers	Ongoing from adoption of plan
To support the provision of appropriate recreational facilities to serve the present and future population of the village	R7	Local authority, landowners and Developers	Local authority and Developers	Ongoing from adoption of plan
To facilitate and encourage the provision of a community building to provide for the social and training needs of the local community	R8	Local authority, landowners and Developers	Local authority and Developers	Ongoing from adoption of plan

3.5.8 Conservation and Preservation

Specific Objective	Map Ref	Action By	Funding and Support services	Time scale
To seek the conservation and protection of the buildings listed in the Record of Protected Structures	A1	Local Authority, DoEHLG, Landowners	Local authority, DoEHLG, landowners	Ongoing from adoption of plan
To encourage and provide for the sensitive refurbishment or redevelopment of derelict sites in the village	A2	Local Authority, DoEHLG, Landowners, developers	Local Authority, DoEHLG, Landowners, developers	Ongoing from adoption of plan
To implement the Derelict sites act 1990 in order to ensure the removal of dereliction within the plan period.	A3	Local Authority	Local Authority	Ongoing from adoption of plan
To have regard to the	A3	Local authority,	DoEHLG	Ongoing

recommendations of the Department of the Environment, Heritage and Local Government, concerning archaeological assessment and the monitoring of excavations during construction, in considering development proposals which would affect any archaeologically designated sites		developers, DoEHLG		from adoption of plan
To reassess the provision of additional and improved litter bins in strategic locations and to maintain, or to make arrangements for, the maintenance of existing bins	A4	Local authority, Tidy Towns, Residents' associations, Development Association	Local Authority, Tidy Towns, Residents' associations, Development Association	Ongoing from adoption of plan
To implement the provisions of the Litter Management Plan	A5	Local authority, Tidy Towns, Residents' associations, Development Association	Local authority, Tidy Towns, Residents' associations, Development Association	Ongoing from adoption of plan
To seek, as the opportunity arises, that all utility cables in the village centre be laid underground.	A6	Local authority, service providers	Local Authority, service providers	Medium term
To control the development of shopfronts and advertising to preserve the character of the village.	A7	Local authority through development control process	Local authority, developers, shop owners, businesses	Ongoing from adoption of plan
To ensure that the scale of shopfront signs and nameplates is not out of scale with the ground floor façade area of a building nor out of character with the overall composition of the building	A8	Local authority through development control process	Local authority, shop owners, businesses	Ongoing from adoption of plan
To require appropriate planting of semi-mature trees in any new development and to preserve and augment existing mature trees and hedgerows	A9	Local authority, developers	Local authority, Tidy Towns, Residents' associations, Development Associations	Ongoing from adoption of plan
To ensure the protection and/or conservation as appropriate of the non designated sites outlined as areas of ecological interest in the ecological study and to control development which would be inimical to the preservation or conservation of their essential character	A10	Local authority, landowners, developers	Kilkenny tourism, SERTA, An Bord Fáilte, BNS	Ongoing from adoption of plan
To retain the trees as identified in the zoning objectives map except where their removal is due to the interests of public safety and good design or the trees are in an unhealthy state	A11	Local authority, developers, landowners, Tidy Towns, Development Association	Local authority	Ongoing from adoption of plan

3.5.9 Community Supports – Social Services

Specific Objective	Map Ref	Action By	Funding and support services	Time scale
To maintain and enhance the role of Mullinavat as a local market centre for its rural catchment area and to enhance its role as a centre to service its anticipated expansion during the period of the Plan	S1	Local authority, local retailers	Local authority, local retailers	Ongoing from adoption of plan
To facilitate the development of a new parish hall/community centre within the village.	S2	Local Authority local development groups	Local Authority, local community and development groups	Ongoing from adoption of the plan
To support the development of a permanent library service in a suitable location in co operation with the community.	S3	Local Authority	Local authority	Medium term
To facilitate and support the expansion of the range of facilities catering for the elderly population	S4	Local authority, HSE, developers	Local authority, HSE	Long term
To co-operate with the Health Service Executive in the provision of any health care services for the village	S5	Local authority, HSE	HSE	Ongoing from adoption of plan
To facilitate and encourage the provision of an adequate range of quality childcare facilities in appropriate locations	S6	Local Authority	Private sector	Ongoing from adoption of plan
To support the development of youth services in co operation with the local community and relevant agencies.	S7	Local authority, HSE, local community	Local Authority HSE, state agencies central Government and local community.	Medium term

3.6 Implementation

The realisation of these objectives over a period of time, will it is felt, be of significant benefit to the town, ensuring its orderly development and improvement.

The achievement of the objectives will be dependent on the availability of finance and the inclusion of the objectives in the work programmes of the County Council and the responsible agencies. The local community, through local associations such as Residents Associations and Tidy Towns, can play a huge role in contributing to the achievement of some of the objectives above. Kilkenny County Council's policy will be to facilitate and aid local organisations in this capacity.

This is intended to be an integrated plan, and the progression of formulating objectives from issues identified in the public consultation is the first step in enabling an integrated approach to implementation. Kilkenny County Council intends to fully co-operate with

other development and community agencies, such as the County Development Board and Barrow Nore Suir Development to secure the implementation of this plan.

4 DEVELOPMENT CONTROL

4.1 Introduction

The purpose of this section of the Proposed Plan is to ensure a high standard of design, layout and function for all new development, to conserve what is good in the existing built and natural environment, and to protect the amenities of the town.

In general, the development standards as outlined in Chapter 10 of the County Development Plan, 2002 will be adhered to in Mullinavat with the following stipulations attached.

4.2 Design Guidance Principles

The aim for new development should be to enhance the traditional character of the village streetscape. This section of the plan, combined with Appendix 4, Urban Design Guidelines on Future Development, is aimed at giving landowners, developers and their architects a clear view as to how the design of new development should be considered. It will also be used by the Planning Authority when judging planning applications in the town.

When designing for new building, consideration should be given to the existing building fabric, for it is the existing pattern and appearance of these buildings, related to the unique history and morphology of a place that makes one village or town different from the next. The building fabric therefore is a reflection of the character of a place and if we permit this character to be eroded, either through dereliction, decay and/or demolition and replacement with insensitive new build, then we erode the uniqueness of the place.

Therefore, where possible, consideration should always be given to building conservation. Where conservation is not possible, as in cases where there is already a gap in the streetscape, or where a conservation architect or other specialist in the area considers a building as structurally unsound or prohibitively expensive to merit conservation, then consideration will need to be given to designing a new building. Detailed design guidance on new development is given in Appendix 4.

4.3 Design Elements in Mullinavat

Streetscape refers to the look of a particular road, regarding the arrangement and design of plots, buildings and materials, roads and footpaths, street furniture, open spaces and planting. Attractive and coherent streetscapes happen when all of these features reinforce and work with one another.

4.3.1 Character Pattern and Shape of settlement

Mullinavat is situated on the N9 route that connects Waterford to Carlow and Dublin. It is situated immediately east of the Blackwater River and its floodplain. The topography either side of the river valley rises to the east and west, rising to above 200 metres.

The topography is somewhat higher and more pronounced to the east of the village than it is to the west. A stream – ‘Abhainn na Bhata’ - runs down from the hills in the east and passes along the back of the village core, then heads south and west, before entering the Blackwater River. Another tributary, the Poulanassa River, comes from the west and meanders southwards for a while before entering the Blackwater River south of the village. The floodplain of the river Blackwater lies immediately to the west of the village.

The predominant pattern and shape of Mullinavat is that of a linear settlement that takes its form along what is now the N9. The core of the village is centred on a staggered crossroads – the Piltown Road, west and the New Ross Road, east.

The strong linear pattern of the village, aligned on the national primary route, has meant that development has been limited or restricted immediately to the north and south of the settlement in the interests of traffic safety, thus assisting in consolidating the village. Development also appears to have been somewhat restricted to the west of the village, given the low lying floodplain area of the river. Access to fields and backlands to the east of the village also appears to have been restricted given the presence of the Dublin to Waterford Railway line.

Development associated with the village’s growth has been predominantly single one off buildings and/or dwellings, with just two small housing developments occurring on the south end of the village.

The tight urban grain associated with the traditional core of the village gives way to a looser urban pattern associated with more recent developments of one-off bungalow development on either end of the village. This loose urban pattern has a more suburban character, both in the design and form of buildings, but also in the fact that buildings are set-back further from the road edge.

On the N9 approach to the village – both northbound and southbound – the alignment of the road is relatively straight, however within the centre of the village, the road meanders giving the streetscape a particular character – enclosing and framing views along the street. This meandering street creates a sequence of views unfolding as one moves through the townscape.

The width of the street varies considerably along its length – tighter in some places and significantly wider in others. The respective building lines are furthest apart in the centre of the village, near the crossroads.

The street that runs east from the cross roads towards the Church is considerably narrower than the main street. The strong building form along much of its length to the railway bridge provides ‘spatial containment’ and creates a strong sense of enclosure. On

the north side of the street there is a considerable amount of out-buildings that appear to no longer serve their original purpose and lie vacant or underutilized. However, the overall building form remains an important feature of the streetscape.

Beyond the railway bridge the road rises steeply with the Church graveyard on one side and an undeveloped field on the other. Near the top of the hill and past the Church the road broadens and, in urban design terms, the space leaks out – diffused by the transition to the rural environs of the village and reinforced by the broad wide road which accommodates car parking for local Church goers.

On the west side of the village – on the road to Piltown – the road meanders, bounded by a stone wall and neat hedgerow and leading to the bridge over the Black Water River. Though there are dwellings and bungalows, the character is distinctly rural.

4.3.2 Building line

There is a strong linear pattern in the village with building lines following the grain of the street with the buildings meandering and deflecting at certain locations.

New infill development should respect this pattern and acknowledge it, in its design. When a new infill opportunity spans across two traditional plots (as a result of plot amalgamation), the new design should consider introducing a deflection. Many examples exist in Kilkenny's towns and villages where an individual building façade introduces a deflection in its building line – typically on bends within the street. New infill development should avoid disrupting established building lines, as it reduces the sense of enclosure and composition of the streetscape.

Traditionally, a set-back in building lines was reserved only for important civic buildings, such as Churches, public libraries and other institutional buildings, and occasionally important town houses.

4.3.3 Height and roofs

Most of the buildings in the traditional core of the village are of two storey development, though there are numerous single storey buildings. Three storeys are uncommon, though a few are noted.

The roof line in many Irish towns is never constant but tends to vary within a limited range. It is noted however, that some of the terraces in Mullinavat have quite a consistency of uniform building heights, roof ridge and roof pitch. Where this is evident it should be maintained. Elsewhere, new infill buildings should be encouraged to either step up above or below their neighbour, as would be the case. There are a number of single storey buildings which were constructed within the last thirty years or so – some of which also have flat roofs. Many of these single storey buildings are generally inappropriate and would benefit from redevelopment to two storeys or more, though each case should be judged on its merits, as there are one or two examples of buildings with one and half storeys height which contribute to the character of the village.

4.3.4 Materials

While most buildings in the village are cement rendered, there are several fine examples of stone structures, the most impressive of which includes the railway bridges and the former railway station. There are numerous examples of stone outbuildings and some of the stone work is to a fairly high standard. Where this is the case, retention and refurbishment would be preferential to demolition and new build.

Despite the fact that many of the buildings are cement rendered, red brick is a common material in chimneys and there are several examples of yellow string courses (yellow brick bands) in chimneys too. On this basis, it is possible that some of the existing rendered structures were constructed with brick and later rendered.

There are numerous examples of agricultural buildings, farmsteads and galvanized steel barn structures within the village. Some of these steel roofed structures are likely to present opportunities for redevelopment over the coming years; however some of the agricultural outbuildings are constructed of stone and add great character to the area. Their retention and refurbishment into habitable buildings, would contribute to the overall townscape.

4.3.5 Proportions

The width of the street varies considerably along its length – tighter in some places and significantly wider in others. The respective building lines are furthest apart in the centre of the village, near the crossroads, indicative perhaps of the need to accommodate fairs and markets within the village in former times. Today this broad area of the street accommodates considerable car parking.

The street that runs east from the cross roads towards the Church is considerably narrower than the main street. The strong building form along much of its length to the railway bridge provides ‘spatial containment’ and creates a strong sense of enclosure. On the north side of the street there is a considerable amount of out-buildings that appear to no longer serve their original purpose and lie vacant or underutilized. However, the overall building form remains an important feature of the streetscape.

Beyond the railway bridge the road rises steeply with the Church graveyard on one side and an undeveloped field on the other. Near the top of the hill and past the Church the road broadens and, in urban design terms, the space leaks out – diffused by the transition to the rural environs of the village and reinforced by the broad wide road which accommodates car parking for local Church goers.

On the west side of the village – on the road to Piltown – the road meanders, bounded by a stone wall and neat hedgerow and leading to the bridge over the Blackwater River.

4.4 New Residential Development

The aim for greenfield sites on the edge of the existing built up area should be for the extension of spaces which are in harmony with the town character, and schemes should mainly be urban in form as opposed to suburban.

Where land is being developed for housing the following will be required to be incorporated:

- All new buildings should be in harmony with existing old buildings in terms of architectural style and should reflect the style and materials of the older character of buildings within the town.
- **The pattern of existing forms within the area where development is to be located should be used as a stimulus for creative adaptation so that it will fit more appropriately with the overall character of the village.**
- Careful consideration shall be given to the design of components (such as doors, windows and the height, pitch and ridges of roofs) which should have regard to those already present in the vicinity of the site. This is particularly important with regard to the redevelopment and alterations to existing buildings which should strictly reflect the original building's characteristics in proportions of windows to walls and in the design of the roof.

New development shall seek to:

- Reflect the local development patterns
- Avoid substantial repetition of one house type
- Respect the local characteristics and context of the site
- Respond to typical setting and garden forms of the town. For the area zoned low density residential it is more important that these sites reflect a rural character on the edge of the town
- Refer to local buildings and variety of proportions and design.
- Refer to local distinctive details and materials
- Provide adequate privacy for individual housing units.
- Provide adequate provision for car parking, open space, landscaping and planting
- integrate with existing development and the preservation of features on site

4.4.1 Building Layout and Orientation

It is intended to create a coherent and environmentally comfortable public domain throughout Mullinavat. Accordingly, proposed layouts shall optimise solar orientation to both adjoining buildings and outdoor spaces. Layouts shall also have careful regard to prevailing wind direction with a view to reducing wind speeds in outdoor areas.

It is an aim to discourage the enclosure and isolation of individual housing estates and to promote the physical and social connectivity in a permeable network of streets and public spaces. Layouts shall promote this connectivity between phases of development. Large residential areas shall be broken into small functional and visual groups, which fulfil a social and aesthetic need for identity.

Long straight roads are not desirable in residential estate developments. Estate roads should incorporate gentle curves and physical traffic calming measures within the estate should be included at the planning application stage. The provision of services and road layout of the development must have regard to 'Recommendations for Site Development Works for Housing Areas', Department of the Environment and Local Government. All new residential development should take full account of the characteristics of the natural and built environment of the site, the views and vistas to and from the site, and its surrounding areas.

Passive supervision of public space is the most consistent and effective means of preventing anti-social behaviour. All public open spaces (hard and soft landscaped) shall be overlooked by adjoining accommodations to ensure passive surveillance. Back-land spaces, rear access lanes, blind corners and long side-garden walls shall be avoided so as to minimise the risk of anti-social activity.

Layouts, which give priority to the pedestrian and cyclists, will be encouraged. This can be achieved in smaller developments through shared surfaces for pedestrians and vehicles. Well-lit pedestrian links, separate from the main carriageways should be provided within the estate. These links should be overlooked as far as possible by dwellings and right angled bends should be avoided for security reasons.

Where large residential schemes are proposed, they shall be broken into small functional and visual groups, which fulfil a social and aesthetic need for identity. These shall be designed to create safety for young children, facilitate social interaction and introduce a variety into the visual environment whilst avoiding a monotonous repetitive type development. Each group of houses should have its own visual identity, variation being achieved by layout, including building lines, house design, colour and hard and soft landscaping. New development designs should avoid monotonous repetition by inclusion of subtle variation.

4.4.2 Density

There is no set maximum or minimum density recommended apart from the low density lands. A high standard of architectural design and layout will be required in residential developments. The Council will seek to ensure that new developments have individuality and a sense of place which is generated by the interaction between the physical characteristics and features of the site and its surroundings and the layout, landscaping and design of the new housing. It is the policy of the County Council that this high standard should not be diluted in newly constructed developments and that designs and layouts will be welcome which pay regard to the qualities and appearance of the existing area.

In determining suitable density, the character and amenities of the site and of the surrounding area will be considered along with the need for a variety of site sizes and house designs to encourage social mix and choice. In infill sites or in areas adjacent to the town centre, higher densities will be permitted subject to exceptional quality of design

and finishes, proper provision for active and passive recreation and good living conditions, including privacy and adequate natural light, within each accommodation unit.

Regard should be had to 'Residential Density – Guidelines for Planning Authorities', Department of the Environment and Local Government, September 1999. This states (Par. 3.6.2) that on serviced lands in towns or villages not served by quality public transport, increased densities would be acceptable if they contributed to the enhancement of town or village form such as by reinforcing street patterns or assisting in the re-development of backlands.

The emphasis will be on providing a quality housing environment based on innovation and a design led approach.

In preparing applications for housing developments, designers and developers alike are advised to consult relevant publications for guidance such as *Guidelines for Planning Authorities*, Department of the Environment and Local Government, September 1999, *Essex Design guidelines for Residential and Mixed use areas* by Essex County Council and Essex Planning Officers Association, 1997.

4.4.3 Design

A variety of house types in developments of multiple housing will be encouraged with variations in house size, colour, materials, and designs.

In support of the Council's policy of reducing social exclusion, the Council will encourage developers to have regard to the requirements of people with disabilities, the elderly, and children in the supply, design and layout of residential development.

The design of dwellings should bear a relationship to the existing fabric of the settlement of Mullinavat. Natural features or landmarks such as mature trees or vistas should help to determine the layout and orientation of the housing. The creation of 'land marks' within the estate, whether through retention of existing features or by the introduction of new features will be encouraged.

New development must recognise and be sympathetic to the existing town and help to renew the specific architectural traditions of the area as outlined above.

4.4.4 Ecology & Bio-diversity

Design layouts should aim to enhance and protect the biodiversity resources of the town. This can be achieved through the following:

- i. Retain and enhance existing vegetation including trees, shrubs and hedgerows, wherever possible and incorporate into the development. Under the Wildlife (Amendment) Act, 2000, it is prohibited, with certain exemptions, to remove or cut hedgerows during the bird breeding season of March 1st to 31st August.

- ii. Networks of wildlife sites are more ecologically valuable than isolated wildlife areas. Where possible create linking corridors of habitats.
- iii. Where possible, use native species. Trees and shrubs that grow naturally in the surrounding countryside are often the best choice for the town. A list of native trees and shrubs, with planting guidelines is contained in Appendix 3.
- iv. Where possible, use plants of local provenance (i.e. grown locally rather than imported)
- v. Tree and shrub species with berries are important for wintering birds
- vi. Trees and shrubs which support a high biomass of insects in summer are important for breeding birds
- vii. Where appropriate avoid the culverting of watercourses and provide new water areas.
- viii. Where possible, set aside maintenance free areas and avoid or limit the use of herbicides and pesticides

4.4.5 Car Parking

Car parking shall be carefully designed to integrate successfully into its location in terms of layout, surface treatment and screen planting. New development will normally be required by the Planning Authority to provide adequate off-street car parking facilities.

Communal car parking arrangements will also be acceptable in residential developments. For security reasons, car parking should always be overlooked by housing. There should not be an excessive amount of car parking grouped together. The visual impact of large areas of car parking can be reduced by the judicious use of screen planting, low walls and the use of textured or coloured paving for car parking bays.

4.4.6 Public Open Space

Public open space is one of the key elements in defining the quality of the residential environment. It provides passive as well as active amenity and has important ecological and environmental aspects. In calculating the area of open space, the area of roads, grass margins, roundabouts, footpaths, left over area, backlands, and visibility splays shall not be taken into account.

The Council will normally expect all open space provision to take account of the following principles:

- Open space should be provided in a comprehensive and linked way, designed as an integral part of the development.
- Areas should be of a demonstrated recreational or amenity value. Small dysfunctional open spaces should be avoided.
- Wherever possible, the majority of open space should be multi-functional. Areas for informal amenity and children's play should be combined.
- Areas should be easily and safely accessible from all dwellings which the space is designed to serve
- The design, location and appearance of open space areas should have regard to the amenities of nearby dwellings, for example, areas where children may play should normally be overlooked by the fronts of nearby dwellings to provide for maximum surveillance and overlooking

- Public open space areas should not be located so close to adjoining dwellings so as to cause undue noise or nuisance to existing or proposed residents
- Attractive natural features should be protected and incorporated into open space areas. Tree planting should normally form an integral part of such open space areas.

To ensure implementation of open space provision the Council will attach appropriate planning conditions to permissions, and where necessary will enter into agreements with developers. These will provide for the laying out and landscaping of open space areas in accordance with a detailed scheme to be agreed with the Council.

Reduced provisions may only be acceptable in certain locations where a more sustainable pattern of development can be created and maximum use can be made of urban land or redevelopment schemes where open space is already available. With relatively high densities such as flats, townhouses or apartments, good quality landscaped open space should be provided.

Open space provision for smaller residential developments and schemes catering for special needs such as accommodation for the elderly will be considered more flexibly on its merits and having regard to the requirements of likely future residents.

Adequate areas of open space should be an integral part of any new residential development to meet the needs generated by that development. The overall standard of 2.4 hectares per 1000 population will normally be applied in assessing proposals for open space for children's play and informal amenity. In developments which are adjacent to and provide for easy access to significant areas of existing public open space a lesser standard of provision may be acceptable. This relaxation will only be considered where the developer pays a financial contribution towards the improvement of the existing public open space so as to improve its quality and carrying capacity.

It is an objective of the Council to secure a high quality of design, layout and landscaping in all new residential developments consistent with the Residential Density Guidelines. Integrated, pleasant, attractive and landscaped open space should form an intrinsic element of new residential development. The precise location, type and design of open space should be negotiated with developers according to the specific characteristics of the development, the sites and its context. All open spaces proposed by developers should be designed and set out by suitably qualified landscape architects or similar design professionals so as to ensure a high standard and consistency with good design and layout practice.

Developers should consider providing a variety of open spaces. Both formal and informal semi-natural areas should be provided, such as wetlands, woodlands, meadows, green corridors as well as formal gardens and seating areas. These elements work best as part of a structure to the provision of open space. Planting schemes should include native species, where possible. A list of native tree and shrub species, and planting guidelines,

is contained in Appendix 3 of this Plan. Existing trees and hedgerows should be retained wherever possible and incorporated into the development.

4.4.6.1 Management plan for Public Open Space

Developers will be required to make suitable provision for the future management and maintenance of open space required under this policy, where spaces and facilities are not taken in charge by the Council. This would be achieved either through management companies or agreements with the planning authority.

4.4.7 Private Open Space

An adequate amount of private open space should be provided within the curtilage of each dwelling. In general the requirement will be 60 to 75 sq.m minimum for 3/4/5 bedroomed houses in order to ensure that most household activities are accommodated and at the same offers visual delight, receive some sunshine and encourage plant growth. A standard of 22 metres will normally be required between directly opposing first floor windows. However where adequate levels of privacy are provided this depth may be reduced.

The boundaries of rear gardens should generally be provided with a permanent durable barrier with a minimum height of 1.4 metres. Where rear gardens back onto public areas, excluding a public roadway, this height should be increased to 1.8 metres on each side.

4.4.8 Integration of Residential Developments

In assessing any new development in Mullinavat, the Council may have regard to the development potential of adjoining land and will assess any application, with a view to providing for the development of these lands in an integrated manner. This applies to any land parcel, and relates to all aspects of development including open space provision, access arrangements and pedestrian and cycle links. The distinction between residential schemes should be maintained by the use of design and detailing, to give each its own distinct identity.

4.4.9 Serviced sites

Land has been designated in the town for the development of serviced sites. This site would provide for the development of sites for individuals seeking to build their own homes on large plots, and should provide for a range of house types and sizes. Maximum recommended densities for this zoning would be in the range of two to five to the acre, depending on the servicing arrangements and the quality of design. The applicant for site development will be required to produce a house design brief in consultation with the Council which should be prepared by a qualified architect (RIAI or equivalent). The applicant for site development will also be required to seek permission for “other relevant works” which will include works additional to roads and services – i.e. common landscaping, etc. For any such development, there should be a continuity of design in terms of scale, compatibility and general harmony. Applicants will also be expected to employ the services of qualified architects (RIAI or equivalent) when applying for individual houses.

4.4.10 Road and Estate Names

The naming of residential developments shall be approved by the County Council. The names of residential developments shall reflect local and Irish place names for the locality as far as possible. No development work or advertising of housing schemes shall be allowed until the name has been agreed with the Planning Authority.

4.4.11 Services

All services including electricity, public lighting cables, telephone and television cables shall be provided underground in new housing developments. Provision should be made for the unobtrusive siting of transformer stations, pumping stations and other necessary service buildings.

4.4.12 Apartments

In general apartments will be required to have the following minimum floor areas

Apartment Type	Minimum Floor Area
One Bed	46 m ²
Two Bed	65 m ²
Three Bed	93sq.m

The internal dimensions of all rooms should be proportioned to allow for an adequate space for normal living purposes. The shape and layout of rooms should maximise the amenity of residents. All living room, kitchens and bedrooms should minimise overlooking of adjoining/adjacent residences and should be so located so to avoid facing towards nearby high boundary or gable walls.

4.4.13 Access for People with Disabilities

Access requirements for physically disabled persons should be incorporated into the design of buildings and layouts of developments likely to be used by the general public and will be a material consideration of the Planning Authority in assessing applications. Developers should have regard to the criteria set out in the following in the preparation of development proposals:

- Access for the disabled – minimum design criteria, published by the National Rehabilitation Board
- Part M of the Building Regulations 1997 to 2000
- Buildings for Everyone – Access and uses for all the citizens, by the National Rehabilitation Board, 1998.

The needs of people with disabilities should be taken into account in the design and construction of footpaths and parking areas. Footpaths in private commercial and housing developments and public housing developments shall be dished at junctions. Parking areas should make provision for spaces for disabled drivers and such spaces should be located in the most convenient locations for ease of use.

Tactile indicators are becoming increasingly more common. Tactile paving surfaces can be used to convey important information to visually impaired pedestrians about their environment. The provision of tactile surfaces for the visually impaired in all developments will be encouraged.

4.5 Car parking and Loading

New development will normally be required by the Planning Authority to provide adequate off-street car parking facilities. Such facilities shall cater for the immediate and anticipated future demands of the development, and shall be located within the site or in close proximity to such development. Car parking facilities shall generally be provided behind in a manner that reduces its visual impact to a minimum such as behind the building line and the use of screening.

The dimension of car parking bays shall be a minimum of 4.8m by 2.4m. Where parking space is proposed in front of existing premises, existing railings or boundary walls shall be retained. They should be provided with proper public lighting facilities and shall be clearly demarcated. Car parking areas should be properly landscaped by the provision of trees, shrubs and grassed areas in order to ensure that damage to the visual amenities is avoided. Parking bays shall be adequately delineated.

Where the developer is unable to comply with the car parking standards for the development set out in the table below, a financial contribution may be acceptable in lieu of car parking provision, which will be related to the cost of providing such facilities.

In developments of an industrial or commercial nature, developers will be required to provide loading or unloading facilities sufficient to meet the demand of such development. Kilkenny County Council may modify the requirements of loading and unloading facilities in any particular case where it considers it would be in the interests of proper planning and sustainable development of the area to do so. Parking and service spaces must be located on site so as to prevent street obstruction and should be located where possible to the rear and side of the buildings and in such a manner to ensure minimal impact on the amenity of adjoining properties.

Where a number of uses are contained within one development, the various uses shall be separated and the overall parking requirements for the development shall be assessed relative to each separate use in order to compute the overall parking requirement for the development (e.g. in a hotel the function rooms, bars etc. shall be assessed as separate from the bedroom provision).

In addition to the above requirements, developers will be required to provide and maintain loading and circulation facilities sufficient to meet the likely demand of each development.

Car Parking Standards for Various Land Uses

<i>Land Use</i>	<i>Parking Spaces per Unit</i>
Dwelling House	2 car spaces per dwelling unit in suburban areas
Dwelling House (Residential areas)	1 space per unit in the city centre. 0.25 per dwelling for visitor parking
Flat or Bed-sitter	1.25 spaces per unit
Schools	1 space for every classroom plus 4 additional spaces
Churches, theatres, Public halls	1 car space per 10 seats.
Hotels, hostels and guesthouses	1 car space per bedroom
Hotel function rooms	1 space per 10 sq. metres
Public houses, inc. hotel bar	1 car space for every 20m ² of bar and lounge floor area in the City Centre and 1 car space per 10 sq. m of bar and lounge floor area in all other locations.
Shopping centres, supermarkets, department stores	5 car spaces for every 93 m ² of gross floor area.
Shops	1 car space per 30 sq. metres in City Centre and 1 space per 20 square metres outside
Restaurants, cafes	1 car space per 20 m ² gross floor area
Banks and offices	1 car space per 15m ² of gross floor area and additional space to be determined by the Planning Authority.
Industry	1 car space for every 60m ² of gross industrial floor area and operational space to be determined by the Planning Authority.
Warehousing	Each application to be determined by the Planning Authority
Retail Warehousing	1 car space for every 35 sq. meters of net retail floor space
Full 18 hole Golf Course	4 car spaces per hole
Par 3 golf courses	2 car spaces per hole
Golf driving ranges, shooting ranges	1 space per bay/ trap plus 3 spaces
Sports grounds and sports clubs	Each application to be determined by the Planning Authority
Hospital	1.50 spaces per bed
Nursing Homes	1 space per 4 bedrooms plus staff
Clinics/Medical practices	3 spaces per consulting room plus staff

Where a number of uses are contained within one development, the various uses shall be separated and the overall parking requirements for the development shall be assessed relative to each separate use in order to compute the overall parking requirement for the development (e.g. in a hotel the function rooms, bars etc. shall be assessed as separate from the bedroom provision).

However, where a developer can demonstrate to the satisfaction of the Planning Authority that parking spaces will be utilised throughout the day by a number of different users, availing of different facilities within a proposed development, the Planning

Authority may, in the interest of sustainability, take this multi use into account when assessing parking needs.

In addition to the above requirements, developers will be required to provide and maintain loading and circulation facilities sufficient to meet the likely demand of each development.

In implementing the car parking standards, the Council will reserve the right to alter the requirements having regard to each particular development.

4.6 Public Utilities

The Planning Authority will require that all wires and cables for the provision of public utility services shall be ducted underground to preserve the amenity and visual character of an area, and in the interests of public safety.

4.7 Shopfronts and Advertising

The over-riding principle for the design of shopfronts and the design and placement of advertisements and signs should be restraint. Chapter 10 of the County Development Plan lays down specified standards, which will be adhered to in Mullinavat.

4.8 The Likely Significant Effects on the Environment of Implementing the Proposed Mullinavat Local Area Plan

The Planning and Development Act 2000 requires that a Local Area Plan shall include information on the likely significant effects on the environment of implementing the plan.

4.8.1 Description of the Proposed Local Area Plan

The Local Area Plan lands comprise approximately 16 hectares (39 acres) of undeveloped residential zoned lands and 2 hectares (5 acres) of low density residential zoned lands, and additional hectares (acres) of mixed use development.

4.8.2 Identification of likely significant effects on the environment

The likely significant effects on the environment of implementing the proposed Mullinavat Local Area Plan are categorised as follows:

Human beings (includes population, economic and social activity)

Material assets (includes infrastructure)

Flora and fauna

Archaeology and cultural heritage

Landscape

Information on each likely significant effect together with proposed mitigation measures is outlined below.

4.8.2.1 Human beings

Environmental baseline: The population of Mullinavat was recorded as 309 at the 2002 Census. The lands identified for development are all contiguous to the existing built up area of Mullinavat and are within walking distance of the centre. There is limited employment associated with the current agricultural use of much of the zoned lands.

Likely significant effects:

Development of additional residential units

Population increase

Greater demand for retailing, services, leisure and community facilities and amenities

Increased demand for transport and travel

Proposed mitigation measures:

Objectives to ensure the provision of adequate supporting services, facilities and amenities in association with new residential development.

Objectives to monitor and review the traffic management system to cater for increased traffic.

Objectives for high quality architectural design, layout and landscape treatment of all buildings and spaces.

Objectives for the development of public transport initiatives

4.8.2.2 Material Assets

4.8.3 Traffic:

Environmental baseline: The National Route, N9, from Waterford to Kilkenny runs through Mullinavat. There is also a crossroads in the village with a minor road to the east and to the west off the main street.

Likely significant effects:

The development of additional lands will increase the amount of local traffic

Proposed mitigation measures:

- Provision of an integrated network of walking and cycling routes
- Traffic calming – pedestrian crossings, footpath provision
- Provision of new interconnecting streets in tandem with new development.

4.8.4 Water Supply:

Environmental baseline: Mullinavat is served by the Mooncoin Water Supply Scheme. This scheme is at capacity.

Likely significant effects:

Increased demand for water supply

Proposed mitigation measures:

New water sources will be accessed and utilised to serve the area
New developments will be required to provide a temporary private water supply, which will be maintained indefinitely until the public water supply is upgraded, or will only be permitted subject to adequate capacity in water supply being available
The public water supply will be upgraded, subject to adequate funding being available, as part of the National Water Services Investment Programme.

4.8.5 Foul and Surface Water Drainage:

Environmental baseline: The development of additional lands will lead to an increase in the demand for foul water and surface water drainage. Mullinavat is currently served by a primary sewerage treatment system, which is modular.

Likely significant effects:

- Infrastructure will be improved through additional development

Proposed mitigation measures:

- Improved foul drainage facilities to cater for new housing developments

4.8.5.1 Flora and fauna

Environmental baseline: Consultants carried out a Flora & Fauna study in order to survey and compile an inventory of the flora and fauna of the area.

Likely significant effects:

- The principal effect will be the loss of habitat and biodiversity arising from developments on previously agricultural /rural lands
- There is also the potential impact on water quality, flows and levels in the Poulanassy and Blackwater Rivers arising from development.

Proposed mitigation measures:

Identification of the significant areas of interest for flora and fauna.
Objectives for the preservation of these areas through the zoning objectives of the plan.
Much of any new development will occur on lands which are considered less important in terms of flora and fauna diversity.

4.8.5.2 Archaeology and cultural heritage

Environmental baseline:

There are a number of protected structures in the town. Consultants carried out an Urban Design Study and an in-house Architectural Assessment was carried out of the town in order to compile a profile of the architectural character of the area.

Likely significant effects:

Possible impact on sites of archaeological interest.

Possible degradation of buildings of architectural interest.

Proposed mitigation measures:

Policies and objectives to protect the archaeological heritage
Architectural Conservation Area proposed for the area around the Square
Archaeological assessment prior to the commencement of development, where required.
The inclusion in the Record of Protected Structures of the buildings of architectural and historic interest

4.8.5.3 Other possible effects

Other possible effects on the environment include those on air, water soils and climate. These are considered to be less significant in the context of the Local Area Plan than those outlined above.

4.8.6 Consideration of Alternatives: Could Development Take Place Elsewhere

The development of Mullinavat will have a significant impact as a result of the change of use of areas from agricultural and fallow use to residential, employment and social uses. It is a policy of the Council to encourage development within such designated towns and villages where the infrastructure and services exist. Development in such settlements constitutes a more efficient use of existing resources.

The development of land locally must however be seen in the context of providing for local development demands, and ensuring that realistic alternatives exist to the development of one off houses in the country side. The development of lands locally and in a centralised location is a more sustainable type of development than the development of many individual houses in an uncoordinated manner.

APPENDIX 1 – PROTECTED STRUCTURES

Existing Protected Structures in Mullinavat

Protected Structure	Description	Location	Map Ref. No.	RPS No.
Catholic church	T-Plan, barn style early C.19 th . Good pedimented tetrastyle reredos Carrigan says built 1805	Chapel Street	1	C200
Reads Bar		North end of west side of street	2	C201
House	Good vernacular house, 3 bays, 2 storeys, rendered	North end of west side of street	3	C202
Railway Station	4 bay, 3 storey former grain drying warehouse, built c. 1830.		4	D95
Bridge	Mullinavat Bridge		5	D124

APPENDIX 2 – ECOLOGICAL SURVEY

Flora and Fauna Report Mullinavat Local Area Plan For Kilkenny County Council

2005

Prepared by White Young Green Environmental Limited,
Bracken Business Park,
Bracken Road,
Sandyford Industrial Estate, Dublin 18

APPENDIX 3 – LIST OF NATIVE TREES AND SHRUBS

Choosing the right species of tree and shrub is very important in urban areas where there are restrictions on space. Where possible, always use native species. Below is a list of the trees and shrubs native to Ireland, and advice on the locations to which they are suited.

Common name	Latin name	Height (max)	Suitable for public open spaces	Suitable for streets and confined spaces	Suitable for tubs, containers, raised beds etc.	Guide to see key below
Alder	<i>Alnus glutinosa</i>	22m	Yes	No	Yes	ADPS
Alder buckthorn	<i>Frangula alnus</i>	6m	Yes	No	Yes	D
Arbutus (strawberry tree)	<i>Arbutus unedo</i>	8m	Yes	No	Yes	Not frost hardy
Ash	<i>Fraxinus excelsior</i>	28m	Yes	No	No	ADIPS
Aspen	<i>Populus tremula</i>	24m	Yes	No	No	DPSV Not close to buildings or any services
Bird cherry	<i>Prunus padus</i>	14m	Yes	Yes	Yes	P
Bramble	<i>Rubus fruticosus</i>	2m	No	No	No	C/H note: tends to be invasive
Broom	<i>Cytisus scoparius</i>	2m	Yes	No	Yes	*
Burnet rose	<i>Rosa pimpinellifolia</i>	2m	Yes	No	Yes, but vigorous	C/H
Common (or European) gorse	<i>Ulex europeaus</i>	2.5m	Yes	No	In a rural setting	HV
Crab apple	<i>Malus sylvestris</i>	6m	Yes	No	No	AHIP
Dog rose	<i>Rosa canina</i>	2m	Yes	No	Yes. Vigorous	C/H
Downy birch	<i>Betula pubescens</i>	18m	Yes	Yes	Yes	ADIP
Elder	<i>Sambucus nigra</i>	6m	In hedge	No	No	V
Guelder rose	<i>Viburnum opulus</i>	4.5m	Yes	No	No	DH
Hawthorn	<i>Crataegus monogyna</i>	9m	Yes	Yes	Yes	AHIPS

Common	Latin name	Height	Suit-	Suitable	Suitable for	Guide to
--------	------------	--------	-------	----------	--------------	----------

name		(max)	able for public open spaces	for streets and confined spaces	tubs, containers, raised beds etc.	planting: see key below
Hazel	<i>Corylus avellana</i>	6m	Yes	No	No	AHS
Holly	<i>Ilex aquifolium</i>	15m	Yes	Yes	Yes	AHPS
Honeysuckle	<i>Lonicera periclymenum</i>	climber	Yes	On walls	No	C
Ivy	<i>Hedera helix</i>	climber	Yes	Yes	Yes	C
Juniper	<i>Juniperus communis</i>	6m	Yes	No	No	S
Pedunculate oak	<i>Quercus robur</i>	30m	Yes	No	No	AI only suitable for large spaces
Privet	<i>Ligustrum vulgare</i>	3m	Yes	Yes	Yes	No
Purging buckthorn	<i>Rhamnus cathartica</i>	4.5m	No	No	No	AHPV
Rowan or mountain ash	<i>Sorbus aucuparia</i>	9m	Yes	Yes	Yes	ADHIP
Scots pine	<i>Pinus sylvestris</i>	24m	Yes	No	No	AI
Sessile oak	<i>Quercus petraea</i>	30m	Yes	No	No	AI only suitable for large spaces
Silver birch	<i>Betula pendula</i>	18m	Yes	Yes	Yes	ADIP
Sloe, blackthorn	<i>Prunus spinosa</i>	3m	Yes	No	No	AHPV
Spindle	<i>Euonymus europaeus</i>	7.5m	Yes	No	No	H
Western (or mountain) gorse	<i>Ulex gallii</i>	1.5m	Yes	No	Yes	*
Whitebeam spp.	<i>Sorbus aria/S. anglica/S. devoniensis /S. hibernica/S. latifolia/S. rupicola</i>	12m	Yes	Yes	Yes	IPS
Wild cherry	<i>Prunus avium</i>	15m	Yes	Yes	Yes	AHI
Willow spp.	<i>Salix spp.</i>	6m	Some	No	No	V suitable buildings or services
Wych elm	<i>Ulmus glabr</i>	30m	Yes		No	PS
Yew	<i>Taxus baccata</i>	14m	Yes	No	Yes	AIPS

- A – Grows in a wide variety of soils
- C – Climber
- H – Suitable for hedging
- I – Suitable as an individual tree
- D – Tolerates or prefers damp conditions
- P – Tolerates smoke or pollution
- S – Tolerates shade
- V – Invasive
- * - Tolerates dry conditions

Appendix 4 – Urban Design Study

and

**Urban Design Guidelines for
Future Development**

Prepared for

Kilkenny County Council

By

National Building Agency
'Hatherton'
Richmond Avenue South
Milltown
Dublin 6
Tel. 01 497 9654
Fax. 01 497 2540
Web. www.nba.ie
E-mail. info@nba.ie

NATIONAL
BUILDING
AGENCY

APPENDIX 4 - Urban Design Study for Mullinavat

To be read in conjunction with the Mullinavat Urban Design Map as attached.

Character of the Landscape Setting

Mullinavat is situated on the N9 route that connects Waterford to Carlow and Dublin. It is situated immediately east of the Blackwater River and its floodplain. The river runs south and enters into the River Suir approximately 10 kilometres to the south. The topography either side of the river valley rises to the east and west, rising to above 200 metres. The South Leinster Way passes along some of these ridges and passes through the village en route.

The topography is somewhat higher and more pronounced to the east of the village than it is to the west. A stream – ‘Abhainn na Bhata’ - runs down from the hills in the east and passes along the back of the village core, then heads south and west, before entering the Blackwater River. Another tributary, the Poulanassa River, comes from the west and meanders southwards for a while before entering the Blackwater River south of the village. The Blackwater’s floodplain lies immediately to the west of the village.

Field boundaries and hedgerows are well defined, with bramble, hawthorn, blackthorn, ivy and ash predominating, and occasionally some finer examples of individual trees (particularly ash) evident and worthy of incorporation into future development layouts. Hedgerows along the approach roads are well maintained.

Pattern and Shape of the Settlement

The predominant pattern and shape of Mullinavat is that of a linear settlement that takes its form along what is now the N9. The core of the village is centred on a staggered crossroads – the Piltown Road, west and the New Ross Road, east.

The strong linear pattern of the village, aligned on the national primary route, has meant that development has been limited or restricted immediately to the north and south of the settlement in the interests of traffic safety, thus assisting in consolidating the village. Development also appears to have been somewhat restricted to the west of the village, given the low lying floodplain area of the river. Access to fields and backlands to the east of the village also appears to have been restricted given the presence of the Dublin to Waterford Railway line.

Development associated with the village’s growth has been predominantly single one off buildings and/or dwellings, with just two small housing developments occurring on the south end of the village.

Buildings and Spaces in the Village

The tight urban grain associated with the traditional core of the village gives way to a looser urban pattern associated with more recent developments of one-off bungalow

development on either end of the village. This loose urban pattern has a more suburban character, both in the design and form of buildings, but also in the fact that buildings are set-back further from the road edge. The set-back is justifiable to a degree, given the heavy traffic volumes experienced along the N9, but it also detracts from the traditional character of the village.

On the N9 approach to the village – both northbound and southbound – the alignment of the road is relatively straight, however within the centre of the village, the road meanders giving the streetscape a particular character – enclosing and framing views along the street. This meandering street creates a sequence of views unfolding as one moves through the townscape.

The width of the street varies considerably along its length – tighter in some places and significantly wider in others. The respective building lines are furthest apart in the centre of the village, near the crossroads, indicative perhaps of the need to accommodate fairs and markets within the village in former times. Today this broad area of the street accommodates considerable car parking – much of it aligned at right angles to the kerb (on the west side). If the street were not so busy (i.e., by-passed), and if a convenient off-street car park were developed, then it may be possible to consider the development of a small civic space with trees, seating and new paving, which would greatly enhance the area.

The street that runs east from the cross roads towards the Church is considerably narrower than the main street. The strong building form along much of its length to the railway bridge, provides ‘spatial containment’ and creates a strong sense of enclosure. On the north side of the street there is a considerable amount of out-buildings that appear to no longer serve their original purpose and lie vacant or underutilized. However, the overall building form remains an important feature of the streetscape.

Beyond the railway bridge the road rises steeply with the Church graveyard on one side and an undeveloped field on the other. Near the top of the hill and past the Church the road broadens and, in urban design terms, the space leaks out – diffused by the transition to the rural environs of the village and reinforced by the broad wide road which accommodates car parking for local Church goers.

On the west side of the village – on the road to Piltown – the road meanders, bounded by a stone wall and neat hedgerow and leading to the bridge over the Black Water River. Though there are dwellings and bungalows, the character is distinctly rural. Most of the buildings in the traditional core of the village are of two storey development, though there are numerous single storey buildings. Three storeys are uncommon, though a few are noted.

While most buildings in the village are cement rendered, there are several fine examples of stone structures, the most impressive of which includes the railway bridges and the former railway station. There are numerous examples of stone outbuildings and some of

the stone work is to a fairly high standard. Where this is the case, retention and refurbishment would be preferential to demolition and new build.

Despite the fact that many of the buildings are cement rendered, red brick is a common material in chimneys and there are several examples of yellow string courses (yellow brick bands) in chimneys too. On this basis, it is possible that some of the existing rendered structures were constructed with brick and later rendered.

There are numerous examples of agricultural buildings, farmsteads and galvanized steel barn structures within the village. Some of these steel roofed structures are likely to present opportunities for redevelopment over the coming years, however some of the agricultural outbuildings are constructed of stone and add great character to the area. Their retention and refurbishment into habitable buildings, would contribute to the overall townscape.

The roof line in many Irish towns is never constant but tends to vary within a limited range. It is noted however, that some of the terraces in Mullinavat have quite a consistency of uniform building heights, roof ridge and roof pitch. Where this is evident it should be maintained. Elsewhere, new infill buildings should be encouraged to either step up above or below their neighbour, as would be the case. There are a number of single storey buildings which were constructed within the last thirty years or so – some of which also have flat roofs. Many of these single storey buildings are generally inappropriate and would benefit from redevelopment to two storeys or more, though each case should be judged on its merits, as there are one or two examples of buildings with one and half storeys height which contribute to the character of the village.

The Nature of Open Spaces

West of the Blackwater River (Abhainn Dubh) there is a GAA sports field – the only formal area of public open space. There is however playing fields associated with the school north of the bridge, on the east side of the river. Apart from these two areas, the provision of open space in the village is limited.

A small area of passive open space is provided to the front of the houses at Glen Crescent, on the south end of main street – it is well maintained, has some landscaping and seating – though it fronts onto the busy N9. It tempers the impact of heavy traffic on the residents of Glen Crescent, and provides some visual amenity, but otherwise is limited in its usefulness.

There is also a small green area providing access to the rear side of Glen Crescent and to the small river that meanders along the back of the village. There is also a disused tennis court adjacent to the river. On the opposite side of the river there is a small field - situated between the back of Glen Crescent and the Railway line. It is an attractive paddock, framed by a wooded embankment and would make an attractive park for village residents. On the north end of this small field there is a weir. A small pathway leads to the weir along the back of some former agricultural stone outbuildings, and provides

access from the street that leads to the Church. The scale and character of the area offers great potential as a village park and the laneway has much character.

Much of the areas west of the village have remained relatively free from development. The river is a very attractive amenity here, but the low lying nature of the lands suggest that they are part of a functional floodplain and that development should be limited in its vicinity. The area also has potential to be incorporated, at least in part, into a public park.

Roads and Traffic

With the N9 running through the village, traffic volumes in Mullinavat are continuously heavy and this detracts significantly from the character and ambience of the village. A pedestrian crossing in the centre of the village assists people crossing the street.

There is no public off-street car park in the village. Public car parking is provided by means of on-street car parking, though this is restricted in places (notably on the east side of the street, north of the crossroads). While the street is broad in its centre and certainly can absorb much of this car parking, it does detract significantly from the image of the village. Elsewhere, where the street narrows, on-street car parking obstructs the normal flow of traffic on the street and also acts as a significant obstruction on footpaths. Such car parking may, to a degree, impede traffic speeds in the village, however, it does detract significantly from the character of the village.

On-street car parking spaces are not delineated or marked and this can lead to poor parking conditions. An off-street car park could be considered on a greenfield site on the Piltown Road, as close as possible to the Main Street with some potential for the creation of direct pedestrian access to the Main Street through existing plots. Such an initiative could free up spaces on the street and allow for the creation of a civic space as described above, with environmental improvements in the form of widening the pavement, resurfacing with stone setts, delineating of the spaces with street trees and providing other amenities, such as public art, seating, lighting, etc.

The roads are in good condition and have good surfaces. However, the condition of footpaths is of variable standard. They are quite narrow in places, though there are narrow margins on the road edge which could allow for footpath widening. Footpaths are typically surfaced in concrete or tarmacadam – the latter noted on the south approach to the town along the N9 were in good condition. Poor concrete surfaces were noted in the vicinity of the service station in the centre of the town, and also on the west side of the street where the road is at its narrowest.

Traditional materials for the construction of footpaths have nearly completely disappeared, though limestone kerbing has been noted, particularly on the street to the Church from the railway eastwards. Small round stones form a traditional channel or gully alongside the kerbing.

Recent improvements to footpaths in the village are noted on either side of the road near Glen Crescent, where they appear to have been reinstated and/or resurfaced. At the crossroads in the centre of the village, the concrete path has been extended on the east side and on the west the pavement has been extended with the use of concrete stone setts, and enhanced with seating and a few trees. While cost is an obvious consideration, consistency in the use of materials provides continuity in the streetscape and such improvements could be extended further.

Other Design Considerations

Street Furniture in the village is limited to some planters, seating, litter bins and bollards. The planters are of concrete and finished with a pebble dashing. Cast bollards have been incorporated into the footpath improvements to the south of the village and at the crossroads in the centre of the village. They prevent cars from rising onto the footpath. Seating has been provided within the open space associated with Glen Crescent. Some of the litter bins are badly weathered and require repainting.

There are few, if any, traditional shopfronts noted in the village. While many of the shopfront nameplates could be improved, they do not tend to mar the streetscape to any significant degree. The scale of the commercial nameplates, relative to the overall façade, is generally appropriate, with perhaps a few exceptions. Signage associated with the service station is the most intrusive in the village and the canopy disrupts the architectural rhythm of the streetscape and does not conform to building lines in the vicinity.

There is a large commercial billboard on the gable end of a building on the southern end of the village. It detracts from the streetscape and the character of this rural village. Street trees are a limited feature of the streetscape, though a few have already been noted with the junction improvement at the Piltown Road. There are a number of older tree groups identified around the village, as illustrated on the Urban Design Map, and many of these are worthy of protection. Natural stone walls are evident on most of the approach roads to the village and add significant character to the area – their retention should be encouraged.

Design Principles Based on Distinctive Local Character

- Maintain, and where necessary, reinstate the stone walls on roads leading out of the village, as far as is practical.
- Consider the retention and refurbishment of the few attractive stone constructed out-buildings, in preference to demolition and rebuild.
- Maintain the scale, composition and character of the streetscapes in the immediate vicinity of the village centre, close to the existing traditional building forms.
- Ensure the continuation of existing building lines – particularly adjoining traditional two storey terrace developments in the village centre.

-
- Encourage all focal sites and focal buildings to adopt good quality architectural designs. These sites are identified on the Urban Design Map.
 - Consider the protection and reinstatement of limestone kerbing and stone gullies, where evident in the streetscape.
 - Encourage the comprehensive development of backlands (sites to the rear of plots) and ensure that developers have regard to the possible need to provide access to these areas in any future development scheme.
 - Consider the removal of on-street car parking in the centre of the village to a nearby off-street location, so as to enhance the amenity of the centre of the village and extend the pavement in the vicinity of the crossroads so as to provide a new civic space, delineated with street trees and bollards, with seating and the possible provision of sculpture or public art feature.
 - Consider the extension of footpaths in the village centre, particularly where they are narrow. Where necessary, these footpaths could extend to meet the yellow dashed road margins.
 - Ensure consistency in the use of materials and features that are to comprise part of the public domain, including kerbing, footpath surfaces, lighting, boundary treatments/walls, planters and lighting.
 - Refurbish and/or repaint the existing litter bins in the village.
 - Consider the development of a system of linear parks along the waterways associated with the rivers in the plan area. Such areas could be formal, well maintained areas or could be kept natural as wildlife corridors and incorporate storm water retention facilities.
 - Have regard to the unique characteristics of Mullinavat as shown on the Urban Design Map and outlined above.

BIBLIOGRAPHY

Carrigan, Reverend William, 1905 *The History and Antiquities of the Diocese of Ossuary*, Dublin: Sealy, Bryers and Walker

Department of the Environment and Local Government, 2002 *The National Spatial Strategy 2002 – 2020*, Stationery Office

Department of the Environment and Local Government, 2001, *Childcare Facilities – Guidelines for Planning Authorities*, Stationery Office

Department of the Environment and Local Government, 2000 *Retail Planning Guidelines for Planning Authorities*, Stationery Office

Department of the Environment and Local Government, 1999 *Residential Density Guidelines for Planning Authorities*, Stationery Office

Department of the Environment and Local Government, 1998 *Recommendations for Site Development Works for Housing Areas*

Department of Environment & Local Government, 1996 *Conservation Guidelines*

Department of Justice, Equality and Law Reform, 2002 *We like this place – Guidelines for Best Practice in the Design of Childcare Facilities*

Kilkenny County Council, 2002 *County Development Plan*

Kilkenny County Childcare Committee, 2002 *Childcare Development Plan 2002 - 2006*

Kilkenny County Development Board, 2002 *County Kilkenny Rural Transport Audit – Rural Transport Audit Report and Needs Assessment*