

Dungarvan Environs Landuse Study.

1.0 Preamble

- 1.1 Since the mid 1990's and up the present day the Irish Economy has seen unprecedented growth. This growth has also been experienced in Dungarvan, and manifests itself in the form of increased population, housing, retailing commercial activity and industrial development. The prosperity has brought with it increased demands on the provision of serviced lands for housing and jobs; provision of infrastructural development in the form of water supplies and wastewater treatment and pressure on road networks by reason of increasing traffic flows.

- 1.2 At Appendix A-15. of the Dungarvan Development Plan 2000. the additional residential land requirement up to 2021 is estimated at 35Ha. This projection while justified, does not take into account the likely population influx due to new industrial development, the positive impact of the 'gateway' and 'development hub' status afforded to Waterford City and Dungarvan, respectively under the National Spatial Strategy and the possibility of a population injection due to decentralisation of a Govt. Dept. or agency to the town.

- 1.3 There is a proposal for an outer by-pass of Dungarvan along with the provision of a wastewater treatment plant and requirement for increased water storage and provision. The demands for additional building sites is transcending the town boundary into the rural hinterland, as demonstrated by the housing development at the Spring and Industrial development at Lisfennel.

- 1.4 The Dungarvan Environs Landuse Study is being undertaken in anticipation of the changing environment and focuses on the following:
- a) *To update and assimilate all information concerning development adjacent to the urban boundary.*
 - b) *To make provision for immediate addition of lands for development purposes in the environs of Dungarvan.*
 - c) *To set out policy for further development of the Environs in the medium to long term, consistent with the policies and objectives for development in the Co.Development Plan 1999 and Dungarvan Urban Development Plan 2001.*

1.5 Study Boundary

Fig 1.1 shows the boundary extent of the Study Area. The Area encompasses the Outer By-Pass envelope in an arc extending from Kilineen to the north of the Town to Pulla to the south where it abuts the Ring/Old Parish Local Area Plan boundary. The Study Area is enclosed to the north east, following southward along the D 150 & 43. Co. Roads to the Coast Road at Clonea Lower Td and thereafter to the coastline.

- 1.6 It is logical to take the By-Pass boundary as the outer limit of the Environs Landuse Study Boundary in that the eventual construction of the by-pass will have consequences for future development on the area. It is likely, if remained unchecked, the new road proposals will have a ‘dragging’ effect on development outward from Dungarvan Town. Such possibility should be explored and acted upon in a controlled and proactive fashion.

2.0 Topography & Landscape Quality

- 2.1 There is wide contrast of landscape features within the Study Area. The upland area to the north, north-east and south provides the physical backdrop which envelops the Town and its hinterland. The approaches to the town from the N25 Nat Primary Road, from Waterford (Killeneen) and Cork (Pulla) provides dramatic views over the Colligan River Valley and Dungarvan Town. Similarly, the uplands present an attractive backdrop to the town and environs, as seen from the town and lowlands. **Fig 2.1.** shows the upland area with flat valley between as described by land contours. The rolling landscape sweeps down to the sea with agricultural use; - typically, milk production, beef and sheep farming, tillage and market gardening the predominant landuse activities in the Area.



- 2.2 The coastal zone, on the eastern flank of Dungarvan Bay, includes the beach area of Clonea and zoned area in the Co.Development Plan 1999 for intensive tourist uses based on Clonea and Ballynacourty. Inland lie the village settlements of Kilgobnet and Ballinroad, satellites of Dungarvan and Garranbaun with its church and primary school. Other community bases with schools include Carriglea (Ballyduff) and Glenbeg.



2.3 Landscape quality is of the highest order with excellent contrasting features of upland, woodland, pasture, hedgerow, river valley and estuarine landscape all within a radius of 3miles, providing high scenic and visual amenity. The environs area also contain the three 18-hole golf courses and other sporting facilities (eg. Rugby club and GAA facilities), hotels and leisure (eg. Pitch and Putt) and amenity facilities.



2.4 Visual Appraisal

2.5 **Fig 2.2.** shows, in broad outline, the areas of sensitivity, vulnerable areas and areas of robust and normal character. The classifications follow the Scenic Landscape Evaluation of the Co.Development Plan 1999. The upland areas above 100m. are considered visually vulnerable. The coastline and the exposed coastal zone are also within the “visually vulnerable” category of landscapes. Between, are the areas of robust and normal classification. Robust areas are areas with existing infrastructure and development. Normal areas have potential to absorb additional development. In general terms most of the area has potential for development except for the visually vulnerable zones, areas within the ‘zone of contribution’ of public water supply, and in some instances, sensitive areas.



2.6 Conservation & Heritage

2.7 Within the Study Area there are a total of 86 recorded sites of archaeological interest and 4No protected structures. Many of the recorded sites relate to earthworks such as ringforts, souterrains (underground passages) fulachta fiadh sites (ancient cooking sites) and standing (ogham) stones. **Fig 2.3.** shows the distribution of recorded monuments and a list of the heritage items is included in **Appendix A**

2.8 Dungarvan Harbour has been designated a Natural Heritage Area (NHA) and proposed Special Protection Area (SPA). These classifications are in recognition of the strategic importance of the harbour as of special interest for its flora/fauna and as a wild bird habitat. **Fig.2.4.**

2.9 Roads/Transport

2.10 The entire area is well served by public road system radiating out from the urban area. The N25 Nat. Route and N72 Nat Secondary Road along with the Regional road systems R675 (Coast Road) and R672 (Clonmel) provide the major transport arteries with the extensive Co.Road systems feeding the local areas inbetween, providing excellent accessibility to all areas of the Environs. There is a proposal to provide a new roundabout and road access, from the N25 to Duckspool, at Touranore. These works are in addition to the on-going road improvements (including cycle ways) on the Duckspool road access to the secondary school. **Fig.2.5.** shows the transport network, existing and proposed, that will facilitate the development of the additional lands within the Environs Study boundary.



2.11 Services Infrastructure

- 2.12 Water is supplied by public mains along most principal roads. The supply is fed from the Ballinamuck borewell and Spring source. Water pressure, volume and quality is not a problem, however, the Local Authority desire to provide greater storage for future requirements. A preliminary report has been received for a water supply scheme to Deelish/Ballinacourty in order to cater for future supply to this area. Two million euros have been allocated for planning purposes to explore the provision of new water supply sources and the improvement and augmentation of existing sources to address existing and future requirements.
- 2.13 The Town sewerage network has been extended in the recent past with the laying of approx 1.3km length of sewer, on the N25 Nat. Primary Road, from Coolagh Road to Bawnabraher to facilitate development of the zoned lands to the north east of Dungarvan. The extended sewer has facilitated the drainage and development of the housing area of Tournore and has made possible the zoning of additional development land bank within the urban boundary.
- 2.14 In addition there are proposals under the Dungarvan and Environs Sewerage Scheme to extend the urban sewer network at the following locations and shown on **Fig 2.6**
- ◆ *Strandside North to Pinewood Housing Estate. (c.700m length). This sewer extension will facilitate the development of zoned lands to the north and east of Pinewood Estate and connect Pinewood Estate to the sewer system.*
 - ◆ *Kilrush to Luskanargid Cross. (c.600m length).*
 - ◆ *New pumping stations at Fr.Twomey Road and Shandon.*
- 2.15 Construction of sewers and pumping facilities will begin early in 2003.
- 2.16 The pipework extensions will open up new areas (land bank) for development purposes at different locations within the urban area and at strategic locations along the fringe of the urban area. The ensuing flexibility will provide for a range and variety of site sizes and types to facilitate future and controlled development of the town and its environs.
- 2.17 The additional land bank provides a degree of flexibility which may be required due to lands not being made available for development.

2.18 Treatment Plant at Ballynacourty

2.19 Foul drainage from Dungarvan and Abbeyside will be pumped from the proposed pumping station at Shandon to the new Wastewater Treatment Plant at Ballynacourty. The new treatment plant, due to commence construction in 2003, will provide better quality effluent discharge to receiving waters at the outfall off Ballynacourty point. Work on the new treatment plant will be completed in 2004. **Fig 2.6 & 2.7** show the existing and proposed sewer network for the Dungarvan and Clonea Area.

2.20 Waste Management

2.20 The Council, as part of the on-going strategy for waste management, are actively seeking a suitable site to enable the possible development of an industrial park based around the recycling and recovery of waste. The area would include the basic infrastructural requirements of the County Council as outlined in the proposed Regional Waste Management Plan viz:

- Material Recovery Facility
- Construction and Demolition Recovery Facility
- Waste Transfer Station
- Waste Composting Facility
- Civic Amenity Site

2.22 In addition the area would be envisaged as a location for the establishment of works based on the use of waste as a raw material for manufacture. Thus a Waste Park would be created for the sustainable management of waste in accordance with the objectives of the required Waste Plan.

2.23 Whereas a suitable site location has not as yet, been identified, the Environs Study recognises the need for such facilities and the possibility of the site being located within the Study Boundary. Having identified a suitable site, the statutory process which includes full public consultation, under the Planning and Development Act 2000 and Planning Regulations 2001, will be implemented.

2.24 Areas zoned and regarded as industrial and agricultural (see **Fig:2.8**) are considered suitable locations for such waste related activities and accordingly a variation of the Plan will not be required.

3.0 Development Land Options

- 3.1 **Fig. 3.1.** shows the land areas, which because of their location immediately adjacent to the urban boundary or otherwise adjoining built-up areas, are considered of importance as additional potential development land bank. There are no physical (topographical) constraints to the outwards spread of building development within the Environs of Dungarvan and the constraining factors are related to issues of sustainability and preserving rural and visual amenity, maintaining a compact urban structure, making best economic use of infrastructural facilities, etc. and the capacity of drainage services.
- 3.2 Because of the flat and lowlying nature of Dungarvan Town and surrounding areas gravity drainage cannot be achieved throughout. Pumping of effluent to final destination is therefore required. In addition there are implications for surface water drainage.
- 3.3 The development of any of the areas shown on **Fig 3.1.** is conditional on their capability of being serviced by both foul and stormwater drainage networks. The capacity of existing sewers and proposed extension thereof is therefore of critical importance.

3.4 Foul Drainage

- 3.5 The Consultants for the Dungarvan and Environs Sewerage Scheme (E.G Pettit & Co) have reviewed and reassessed the adequacy of the proposed Dungarvan and Environs Drainage Scheme in the light of the additional land bank areas identified. The required changes to the Scheme, for foul drainage, are as follows:

Table 3.1.

Catchment	Areas Included	Type of Drainage	Comments
Fr Twomey Road	Springmount, Knockbrack, Curraheen Commons, Luskanroid.	Gravity	Sewer extension required to drain Luskanroid lands. Flow Balancing required on Industrial Lands to preserve capacity of pumping arrangements.
Shandon	Glebe	Gravity	Can drain to proposed extension of sewer.
Strandside North	Knockateemore	Pumped	Existing development and land committed to development – opportunity to connect development to public sewer system.
Touranore	Touranore, Burgery	Pumped to existing Touranore Sewer	This catchment will change with development of the St Augustine catchment development.
St Augustine's	Touranore, Burgery, Duckspool.	Gravity	New sewer to be constructed from N25. Road junction to pumping station at Duckspool and land areas to the east of N25 Road, (including Touranore subcatchment) will drain to Duckspool. Land to the west of N25 will drain to Shandon.

- 3.6. In general terms the additional land bank options identified have a knock-on effect for sewer (rising main) up-sizing with increased pumping volumes. However, the identification and inclusion of the additional lands at this early stage provides for a longer development horizon, **upwards on 35yrs.** at existing growth rates and enables a planned approach to the provision and expansion of the town sewer network.

3.7 Surface Water Drainage

- 3.8 The Consultants have reviewed and reassessed the adequacy and additional requirements to service the additional land bank areas identified. The required changes to the Scheme, for foul drainage, are as follows:

Table 3.2.

Catchment	Areas Included	Comments
Fr Twomey Road	Springmount & Knockbrack	A new surface water sewer, discharging directly to Dungarvan Harbour, is required to service drainage from the Knockbrack & Springmount areas.
Fr Twomey Road	Curraheen Commons	The existing surface water sewer between Dungarvan Crystal Factory and the drainage channel at the Spring Roundabout have limited capacity to accommodate increased rates of runoff from future development. Rates of runoff will have to be restricted with surface run-off attenuation measures provided; or the existing sewer will need to be upgraded.
Shandon	Glebe	A new sewer will need to be laid to service this area, discharging to the Colligan River at Shandon Roundabout. Runoff Rates will have to be restricted with attenuation measures provided.
Strandside North	Knockateemore	A new sewers is required to service this area.
Touranore/ St Augustine's	Touranore, Burgery, Duckspool.	Surface water from future development can discharge to the Bay via an existing drainage channel and outfall. Modification to the channel will be required. Runoff Rates will have to be restricted with attenuation measures provided.

- 3.9 It is recommended by the Consultants that restrictions are imposed on the rate of runoff from certain future development and that developers considering development proposals within the areas as identified and outlined in **Table 3.2**, provide, at Planning Application stage, details of surface run-off attenuation measures to limit the rate of runoff.

4.0 Development Strategy

4.1 The strategy outlined in this Landuse Study represents a more detailed framework for the development of the Dungarvan Environs and Ballinroad Village, than as outlined in S3.2 and S3.3.4. and illustrated on Map 3.2.3. and Map 3.3.4. respectively, of the Co. Development Plan 1999. It thereby extends and supercedes the part of S.3.2., as it relates to Dungarvan Environs and extends the Development Boundary of Ballinroad and alters the Residential Zone of Map3.3.4. to provide zoned land for Institutional and Educational purposes (i.e site for Primary School and expansion of the Cemetery attached to Ballinroad Church.

- ◆ *The Development Strategy seeks to identify additional lands, on the fringe of the urban area, strategically located, so as to contribute to the co-ordinated, orderly and sustainable development of Dungarvan Town while taking into account the various environmental considerations, infrastructural opportunities and constraints and other external factors impacting upon the Study Area.*

4.2 The broad framework and land use pattern proposed for the Dungarvan Environs is illustrated in **Fig 4.1** which outlines the Use Type Areas/Zoning Objectives Areas and a number of Specific Objectives for the areas. This map should be read in conjunction with the development strategy outlined below.

4.3 Strategic Aims of the Environs Landuse Plan

- *To endeavour to identify additional lands for development purposes in the environs area, to facilitate the accelerating expansion of Dungarvan town and to enhance the role of Dungarvan as a ‘development hub’ as outlined in the National Spatial Strategy.*
- *To provide additional zoned lands for institutional and educational purposes (i.e site for Primary School and expansion of the Cemetery attached to Ballinroad Church).*
- *To concentrate future development into strategically located land belt on the fringe of the urban area, thereby achieving sustainable development and prevent the spread of ribboning of development along radial routes outside the Town.*
- *To facilitate a co-ordinated phased expansion of the town with the release of additional ‘land bank’ in the desired locations and areas, at the desired time.*
- *To facilitate informed decision making in the controlled expansion of the urban area and aid in rezoning of additional lands.*
- *To improve and upgrade existing services infrastructure to provide for the servicing of new development areas.*
- *To establish a sustainable planning framework for the Dungarvan Environs Area which will form the basis against which planning applications can be appraised in an objective and consistent manner.*
- *To provide for a green belt around the periphery of the development zone to ensure the new outer By-Pass Road will not drag development away from the Town.*
- *To provide for additional industrial zoned land.*

4.4 Land Use Zoning



Residential To provide for New Residential Communities subject to the availability of necessary physical and social infrastructure and at suitable density of development in order to protect and improve existing residential areas. *As 'Zones R1 & R2' in CDP.*



Educational/Community - *As 'Zone M' in CDP.*



Industrial - *As 'Zone I' in CDP* “To make provision for industrial lands (general and light industry).



Open Space & Amenity



Intensive Tourist Uses - *As 'Zone T' in CDP*



Public Utility - *As 'Zone P' in CDP*



Preservation and improvement of scenic and recreational amenity - *As 'Zone AI' in CDP.*



Agricultural - *As 'Zone A' in CDP* “To provide for the further development of agriculture, to provide a clear physical demarcation to the adjoining urban area and to provide for the erection of dwellings for the personal habitation of existing landowners and their immediate families, who due to special need require to reside in the area.

4.5 Strategies for ‘Use Type’ Areas within the Environs Study Boundary

- ✧ All new development in the Study Area must have regard to the general planning, design and environmental standards and criteria and all relevant policies and objectives set out in the Co.Development Plan 1999.
- ✧ Lands within the Environs Study Area but not assigned a specific use zone will be subject to the policies and objectives for development in **rural areas** as applied under Development Control Standards in the Co.Development Plan 1999.
- ✧ Existing **minority** uses within any Landuse Zone, shall be supported except where such use is incompatible with the major user in the area. In such event the minority use will be encouraged to relocate
- ✧ While the zoning of the lands indicate the suitability of the lands for development, the Council must be satisfied that adequate service infrastructure is available and that lands are not developed *prematurely* having regard to the logical *phasing* of development areas extending outwards from the existing built up area. In this respect a *Sequential* approach to development of the lands will be maintained.
- ✧ It will be the policy of the Council to *restrict* the spread of *one-off housing* into the countryside and to *direct* new housing development into the zoned development areas.
- ✧ The road proposals as indicated on **Fig.2.5** are indicative for the purposes of the Dungarvan Environs Study. The route selection process for the Dungarvan Outer By-Pass and development work generally on National Routes is in the domain of the National Roads Authority (NRA). The Environs Study recognises that road alignments, reservations, etc. may change, be deleted or modified and that road development proposals are dealt with under separate legislation. It is the Council policy to support the NRA in the development and improvement of National Roads within the Environs Study Area.
- ✧ Developers will be required, at planning application stage, to show proposals for road improvements along the frontages of their sites and to contribute to road improvements that facilitate their development proposals.
- ✧ Developers will be required, at planning application stage, to show proposals for sewer and watermain development or extensions and to contribute to sewer and water supply proposals that facilitate their development scheme.

4.6 Development Capacity

4.6 The additional Land bank identified provides development land for housing, industry and public utilities. Other land uses that are compatible with the main use will also be allowed. The test for compatibility will be determined with reference to the Landuse Zoning Matrix under Development Control and Standards (Chapter 4) of the Co.Development Plan 1999. **Appendix B.**

4.7 The additional land bank areas are as follows:

Location	Landuse Zoning	Land Area	Comments
Springmount	Residential	2.18ha (5.38acres)	Adjoins existing housing area- No physical constraints to development.
Curraheen Commons	Residential	4.34ha (10.72acres)	To the south of the Dungarvan Crystal Plant and readily drainable to sewer system
Knockbrack	Industrial		Adjoins existing industrial belt – provides ind. land for immediate take up.
Glebe	Rersidential	5.97ha (14.74acres)	Opposite and to the north of Luskanargid residentially zoned land. ESB HT Line to the west of area.
Knockateemore	Residential	2.82ha (6.98acres)	Adjoins existing housing area of Rinnaphuca and permission exists for 4no. dwellings interspersed in the area.
Burgery	Residential	4.72ha (11.66acres)	Adjoins lands committed to housing development.
Duckspool	Residential	13.91ha (34.38acres)	Adjoins lands committed to housing development.
Skehenard	Residential	10.08ha (24.9acres).	Adjoins lands committed to housing development.

Total Residentially Zoned Area = 44.00Ha (108.75acres)

Total Industrially Zoned Area = 25.69Ha (63.5acres)

- 4.7 The additional residential lands will provide potential for housing for at least 2,500 pe (population equivalent) at an average household size of 2.8persons/h.hold.
- 4.8 The land bank zoned for industrial purposes will make available suitable and sufficient serviced industrial land to cater for general industrial needs for the foreseeable future. The additional industrial lands, adjoining the existing industrial area, will consolidate industrial activity in a dedicated industrial park adjacent to the town. In addition the zoning of the additional industrial lands will enable the industrial land bank within the urban area to be developed for light industrial/workshop purposes.

APPENDIX B.

Landuse Zoning Matrix

GP – Generally Permissible

OC – Open to Consideration

NP – Not Permissible

	A	A 1	H	I	M	O S	R	T
Advertisement	NP	NP	NP	GP	GP	NP	OC	GP
Bed & Breakfast	OC	OC	NP	NP	NP	NP	OC	GP
Car Park	NP	NP	GP	GP	GP	OC	OC	GP
Cash and Carry	NP	NP	NP	GP	NP	NP	OC	NP
Caravan Parks	OC	OC	NP	NP	NP	NP	NP	OC
Casual Trading	NP	NP	NP	NP	NP	NP	OC	NP
Cemetery	OC	OC	NP	NP	GP	NP	NP	NP
Cinema	NP	NP	NP	NP	NP	NP	GP	NP
Civic Amenity	OC	OC	NP	OC	NP	NP	OC	NP
Creche / Playschool								
Playgroup	OC	OC	NP	NP	NP	NP	GP	NP
Cultural / Heritage Building	OC	OC	NP	NP	GP	NP	OC	OC
Dance Hall / Disco	NP	NP	NP	NP	NP	NP	OC	OC
Education	OC	OC	NP	NP	GP	NP	OC	NP
Enterprise Centre	OC	NP	OC	GP	NP	NP	OC	NP
Farm Building	GP	OC	NP	NP	NP	NP	NP	NP
Farm Dwelling	GP	OC	NP	NP	NP	NP	NP	NP
Funeral Home	NP	NP	NP	OC	NP	NP	OC	NP
Golf Course	GP	GP	NP	NP	NP	OC	NP	OC
Guest House	OC	OC	NP	NP	NP	NP	OC	GP
Malting Site	OC	NP	NP	NP	NP	NP	OC	NP
Health Centre	OC	OC	NP	NP	GP	NP	GP	OC
Hospital	NP	NP	NP	NP	GP	NP	OC	NP
Hostel / Hotel	OC	OC	NP	NP	NP	NP	OC	GP
Industry – Light	OC	NP	OC	GP	NP	NP	OC	NP
Industry – Other	NP	NP	NP	GP	NP	NP	NP	NP
Motor Repair Garage	OC	NP	NP	OC	NP	NP	OC	NP
Motor Sales	OC	NP	NP	OC	NP	NP	OC	NP
Office	OC	NP	OC	OC	OC	NP	GP	OC
Off Licence	NP	NP	NP	NP	NP	NP	GP	NP
Petrol Station	OC	NP	NP	OC	NP	NP	OC	NP
Place of Public Worship	OC	NP	NP	NP	GP	NP	OC	NP
Playing Surface	OC	OC	NP	NP	GP	OC	OC	GP
Public House	OC	NP	NP	NP	NP	NP	GP	OC
Sports/Leisure	OC	OC	NP	NP	GP	NP	OC	GP
Residential	OC	OC	NP	NP	NP	NP	GP	OC
Nursing Home	OC	NP	NP	NP	GP	NP	OC	NP
Restaurant	OC	NP	NP	NP	NP	NP	GP	GP
Retail Comparison Goods ¹	NP	NP	NP	GP	NP	NP	OC	NP
Retail Convenience Goods ¹	OC	NP	NP	NP	NP	NP	GP	OC
Storage Depot, Warehouse	OC	NP	OC	GP	NP	NP	OC	NP
Takeaway	NP	NP	NP	NP	NP	NP	OC	OC
Transport Depot	OC	NP	NP	GP	NP	NP	NP	NP
Veterinary Surgery	OC	NP	NP	NP	NP	NP	OC	NP
Waste Disposal Site	OC	NP	NP	OC	NP	NP	NP	NP
Waste Water Treatment Plant	OC	OC	OC	OC	OC	NP	OC	OC

Note¹

Convenience goods are food etc. and other general shops. Comparison goods are other outlets, which cannot be classified as convenience goods outlets.

APPENDIX C.

DEVELOPMENT CONTROL STANDARDS.

The following 12 pages have been extracted from the
1999 Waterford County Development Plan, pages
109 - 120

1 Standards for Different Types of Development

The Council, using the statutory powers granted under the (Planning and development) Local Government Act (1963) and subsequent Acts, controls new development by ensuring that all development proposals are consistent with the aims and objectives of this Development Plan. This chapter sets out the standards to which new development must comply in order to qualify for planning permission.

4.2 Location of New Development / General

It is the policy of the Council to ensure that all development that takes place in the County over the plan period is consistent with the sustainable settlement and development strategy that is set out in this Plan.

The Council will encourage new development in areas that have been specifically zoned for such purposes. The erection of new dwellings in locations that are outside the zoned areas will be discouraged unless the Local Authority is satisfied that the dwelling is in response to genuine housing need.

It is the policy of the Council to restrict any new developments (particularly new developments adjacent to major roads) on the outskirts of towns or villages when there is development land available within the town or village envelope. Development of this nature will be opposed. Such development is not consistent with the principles of sustainable development, restricts the growth of the town or village, and contributes to 'ribbon development'.

4.2.1 Upland Areas

Developments in upland areas will be considered in accordance with the policy statements and objectives outlined in section 2.5.2 and section 2.3.1.

4.2.2 Coastal Areas

Development in Coastal areas would be considered in accordance with the policy statements and objectives outlined in section 2.5.3 and section 2.3.1.

4.2.3 National Routes

Over the last Development Plan period, the Council experienced pressure for single dwellings adjoining National Primary and National Secondary Routes. There has been considerable financial investment in these routes in recent years, to increase the safety and speed of road transport. A multiplicity of access points onto these routes would negate the benefits of this investment, cause increasing traffic hazard and reducing the carrying capacity of the routes.

It is the policy of the Council to actively discourage the location of dwellings in these locations, in accordance with Government policy as outlined by the National Roads Authority.

The Council is aware of the need for flexibility in this regard, especially with respect to persons who have a particular need to reside in an area adjoining a National Route. For this reason, no new development, which would require direct access onto the road, will be allowed except where the developer is the owner of a landholding of a minimum extent of 15 acres, which existed as a separate entity at the time of adoption of this plan, desiring to build a residence for himself or herself or a member of his / her immediate family and *where there is no alternative site available.*

Where, through the operation of the above conditions or through the availability of access onto a side road, development adjacent to the National Route is permitted, it will be required to conform to a minimum building line of 40 metres from the public road.

4.2.4 Other Routes

The Tramore / Waterford Road carries large volumes of commuters and tourists as it is the principal road connecting Waterford City and Tramore. To ensure the safety and carrying capacity of this road, the restrictions that apply to a National Primary Route, will apply to this route.

It is the policy of the Council to restrict new development along the Waterford City to Waterford Regional Airport route. The restrictions on access for the National Primary Route will apply to this route. New developments along this route must also be located not less than 30 metres from the road fence.

On all regional and county roads, the general setback of development from the road fence shall be 18 metres.

4.2.5 Cottage Plots

Generally, the subdivision of cottage plots will be acceptable provided that they are,

Solely for a member of the immediate family of the cottage owner at the date of adoption of this plan.

A single vehicular access is provided for both dwellings in accordance with the standards outlined in 4.3.A.

The site is sufficiently large to accommodate appropriate waste water treatment for both dwellings

4.3 Standards for New Development

All new developments shall meet the standards laid down with respect to access, building lines, roadside boundaries, drainage and design. The Council will have regard to the 'Residential Density Consultation Draft Guidelines for Planning Authorities', (Department of the Environment and Local Government, 1999).

A- Access

The location of access points onto the public road network shall be such as to achieve sight distances which accord with the minimum sight distances as outlined in the following table.

Category	A	B	C	D	E
Design / Operating Speed (Km per Hr)	100	80	60	50	40
Minimum Sight Distances (Metres)	190	130	80	55	30

Clear and unobstructed sightlines shall be provided, in each direction, from a point 2 m. back from the edge of the nearside metalled surface of the roadway at the centre of the entrance to a point

- (a) in the centre of the roadway for a roadway less than 4 metres,
- (b) 2 metres from the edge of the metalled surface where the roadway is greater than 4 metres,

for the distances outlined in the above table. The road boundary fence shall be set back behind sightlines so as to accommodate this requirement.

Sightlines should allow for similar intervisibility between vehicles entering or approaching the site and other vehicles on the road. Should it be necessary to acquire additional land outside of the submitted site area, a letter of agreement in this regard would be required from the relevant land owner.

The appropriate eye and object heights of 1.05m. and 0.15 m. respectively shall be used. In the case of roads subject to a design/operating speed of 100 Km per hour and not having a hard shoulder, the setback from the edge of the metalled surface at the centre of the entrance shall be 3 m.

The above minimum distances shall also apply in relation to distance of access points from existing road junctions. The relevant operating / design speeds applicable to different categories of a road are outlined in the table below.

Cat	Operating / Design Speeds (Km per Hr)	Road
A	100	N.25 – Waterford City Boundary to County Boundary at Youghal. N.72 – Tarrs Bridge to Cork County Boundary at Coolydoody South. R.675 – Waterford City Boundary to Tramore. R.708 – Waterford City Boundary to junction with R.685 (Airport Road).
B	80	All Regional Roads listed in Appendix 6.
C	60	Youghal Bridge to Knockanore to Cappoquin. Boola Bridge to Tipperary County Boundary. Ballymacarby to Harney's Cross. Dungarvan to Knocknaskeagh Cross. Carrolls Cross to Portlawn. Kill to Ballylaneen. Kilmeaden to Glenaphuca House. Halfway House to Cheekpoint. Passage East to Kilacomb Cross. Fairybush Cross to Dunmore East. Dunmore East to Ballymacaw to Cloghernagh.
D	50	All other County Roads apart from those in Category E.
E	40	Cul de sacs having not more than 3 existing entrances to dwellings or farm yards.

Note: The above standards shall not generally apply within speed limit areas.

Where development of sites for housing results in the removal of roadside ditches and hedges, the Council will require that they are replaced with fences of indigenous materials or the planting of indigenous species listed in 4.3.B. In areas where roadways are substandard in width and/or alignment, the Council will require the creation of a setback to improve vehicular access and road safety,

6.- Site Boundaries

The replacement of boundary hedges and trees with elaborate walls and fencing leads to uncharacteristic urban features in rural areas and removes valuable hedgerows on which wildlife depends. Over the next plan period, the Council will discourage such development and encourage the planting of native trees and hedgerows at the roadside boundaries of new housing developments, particularly in rural areas.

The following indigenous species may be recommended for anywhere in the county.

Oak *Quercus robur* or *Q. petraea*
Hawthorn *Crataegus monogyna*
Common holly *Ilex aquifolium*
Common hazel *Corylus avellana*
Grey sally *Salix cinerea*
Sycamore *Acer pseudoplatanus*
Scots Pine *Pinus sylvestris*

In upland regions these may be augmented by,

Downy birch *Betula pubescens*
Common rowan *Sorbus aucuparia*

In lowland regions by,

Common ash *Fraxinus excelsior*
Common alder *Ainus glutinosa*
Guelder rose *Viburnum opulus*
Common elder *Sambucus nigra*
Common beech *Fagus sylvatica* *
Field maple *Acer campestre* *

Close to the sea the most suitable species are often,

Common gorse *Ulex europaeus*
Fuchsia *Fuchsia magellanica* 'Riccartonii'

Naturalised (non-native) species

Leylandii (*x cupressocyparis leylandii*) and griselinia look intrusive in the rural landscape and provide a poor habitat for wildlife. For this reason, they are normally unsuitable as hedging and screening plants in rural locations.

The Council require that all intersite hedging and screening plants should be restricted to a maximum height of 2.4 metres.

The planting of shelter belts, in coastal and upland areas is advisable.

C.' Building Lines

In an urban environment, building lines can help preserve residential amenity and the right to light of existing dwellings. New developments will be encouraged to comply with established building lines where applicable in the interests of orderly development.

In appropriate circumstances, in the interests of sustainable development, the Council will consider deviations from established building lines where this minimises overshadowing and allows new dwellings to maximise the capacity to obtain natural light, as this will lead to a reduction in the usage of non-renewable energy in the dwelling.

All new housing developments in rural and urban areas shall maintain and, where possible, improve existing roadside drainage when developing driveways and access.

D: Waste Water Treatment

The Council is aware of its obligations to sustainable development with respect to the treatment and disposal of waste water. Where possible, the Council will insist that all new developments in existing settlements are connected to the public sewerage system where such exists.

Where connection to public sewerage facilities is not possible, dwellings must provide their own private means of effluent disposal and treatment. As individual treatment and disposal systems have the potential to cause serious groundwater pollution and a public health hazard, the requirements of N.S.A.I. Standard S.R.6 of 1991 (Septic Tank Systems - Recommendations for Domestic Effluent Treatment and Disposal from a Single Dwellinghouse), the Building Regulations and the proposed E.P.A. manuals on waste water treatment systems will be taken into account. Adherence to these guidelines is particularly important in County Waterford as many of the sources of public water supply have been identified as being extremely vulnerable to groundwater pollution.

Where a private treatment system is sought for a proposed development, the following information should be supplied to the Planning Authority:

The shape, dimensions and levels of the site and the proposed position of the dwelling and treatment system.

The quantity of effluent to be treated, derived from the number of persons and bedrooms served.

The soil, subsoil and bedrock conditions, and the level of the water table (this information can be derived from opening trial holes and carrying out percolation tests on the site).

Variations in the water table level if known.

The proximity of any river, watercourse (ditch or stream), waterlogged areas or underground drains.

The location of any wells or springs within 100m of the proposed disposal area.

The proposed source of water supply, i.e. mains, well, etc.

The location of neighbouring habitable buildings and drainage systems.

It is the policy of the Planning Authority to insist that residential dwellings, which require a private drainage treatment system must normally have a minimum site curtilage of 0.2 Hectares (0.5 acres). However, it should be noted that larger site curtilages may be necessary, if sub soil conditions are poor.

In the interests of complying with the principles of sustainable development, the Council will discourage the development of small sites for housing unless a connection to a public sewer is possible.

E. Design

A high standard of design is required for new dwellings in the countryside. Housing should be designed to comply with the local vernacular (traditional styles and forms), particularly in scenic locations, such as upland and coastal areas. Design will vary according to location. New housing must:

Be appropriate in scale and design to its setting
Use, rather than dominate, the surrounding landscape,
Harmonise with neighbouring or adjoining dwellings.

In the interests of sustainable development, the use of traditional materials in the construction of new dwellings is encouraged. Evidence suggests that traditional materials, such as slate, thatch, granite and sandstone, are more sustainable than conventionally manufactured materials in terms of embodied energy and durability. Traditional building materials make a valuable contribution to the identity of the County as they are closely related to local geology and land uses.

The Council will encourage the construction of dwellings that have the capacity to fully exploit solar energy for the purposes of natural light and heating.

4.4 New Housing in Urban Areas

4.4.1 Single Developments

To provide guidance for the general public and developers alike, the Council have outlined below the minimum development standards for new residential development. The density standards outlined relate to existing housing development in so far as the standards bear relationship to site size, back garden size, site coverage and plot ratio standards. In determining whether the density of a development proposal is appropriate, the Council will have particular regard to the amenity of surrounding areas. The Council also reserves the right to permit departures from these standards depending on any special circumstances that may apply.

The maximum **site coverage** permitted is 50 per cent.

Site coverage is determined by dividing the total area of ground covered by buildings by the total ground area within the site. (footprint of development/area of site)

The maximum **plot ratio** permitted is 1.0

The plot ratio expresses the relationship between the total gross floor area of building and gross area of site. (gross floor area/gross site area)

Private Amenity Space - Residential

The Council will require the provision of private amenity space in accordance with the following table for all new residential units. This is based on a rear garden depth of 11 metres. This will also facilitate domestic storage for residents and encourage residents to engage in recycling activities, such as composting.

Terraced House	90 sq. m.
Semi-detached House	120 sq. m.
Detached House	150 sq. m.

In the interests of maintaining quality urban design. The scale, design and building materials of infill development shall be in harmony with the existing built environment.

4.4.2 Estate Development

For the purposes of this Development Plan, proposals that involve the construction of more than two units will be considered estate development.

The Council is primarily concerned with the provision and protection of residential amenity. Residential amenity will be assessed on the basis of both qualitative and quantitative criteria

Qualitative Criteria

Safety
Privacy
Sense of identity
provision
Variety
Functionalism
Convenience

Quantitative Criteria

Density
Site sizes
Public open space
Recreational open space
Play areas, etc.

Access for the disabled
Overall aesthetics
incorporating hard
and soft landscaping.

Housing estate developments are likely to meet both qualitative and quantitative criteria if they are designated to provide:

- Hierarchical road system from distributor road to cul-de-sac.
- Clustered groups of housing.
- Variety of house types and design.
- Judicious provision of open space, both private and public.
- Mixture of hard and soft landscaping

Road Layout

Road layout and design shall be as set out in 'Recommendations for Site Development Works for Housing Areas 1998' issued by the Department of the Environment and Local Government Publication and An Foras Forbartha 'Geometric Design Guidelines' R.T. 180 and R.T. 181. Provision shall be made in the layout of housing areas for convenient pedestrian circulation within the area and to other adjoining areas, independently of the road system. Roads are divided into three classes:

1. Access Road: distributing traffic within a housing area off which are cul-de-sac roads, short loop roads. In larger housing areas access roads should not have houses accessing directly on to them.
2. Estate Road: >30m in length
3. Cul-de-Sac: <30m in length

Road Layout in Estate Development

Access Road (1)	Estate Road(2)	Cul-de-Sac (3)
7.3 m Metalled surface	6.0 m. Metalled surface	5.5 m. Metalled surface
2 No. 2 m. Footpaths	2 No. 2 m. Footpath	1 No. 1.5 m. Footpaths
2 No. 1 m. Grass Verges	2 No. 1 m. Grass Verges	1 No. 1 m. Grass Verge

The above standards are minimum, appropriate to residential areas having traditional layout.

Variations to these standards will be considered in the case of innovative design based on models designed to segregate pedestrian and vehicular traffic, provided that the variation confers a net benefit on residential amenity and road safety.

Open Space

Open space should be integrated into the overall design concept and should be overlooked by as many houses as possible. Incidental spaces left over after site layout will not be considered as open space, by the Council, in compliance with the minimum standard outlined. Where there is a requirement to maintain trunk services in areas under public control, this aspect must be considered in the design of the development.

Open space in housing areas shall normally be based on a standard of 10% minimum of gross site area. The open space provision should be on a hierarchical system distributed through the housing area, ranging from small children's play areas, located in sight of their homes to larger areas where older children can indulge in casual ball playing and persons can exercise dogs. Landscaping serves as an important means of sustaining wildlife and providing aesthetic quality and visual variety. Where possible, existing trees and fences /

hedgerows should be preserved and incorporated into the design.

The Council reserves the right to accept contributions from developers in lieu of provision of open space in appropriate circumstances where it would achieve a better distribution of open space and assist in the provision of amenities for the area.

Landscaping

Detailed proposals providing for a mix of both hard and soft landscaped areas should form part of the estate development application. In the interests of sustainable development, existing trees or hedgerows should be retained. Additional planting should be selected from the lists of plants and trees in **Section 4.3.B**, where deemed necessary.

Private Amenity Space

The requirements with respect to private open space in estate developments are set out in section 4.4.1.

Density

The density of new housing development is a factor of design, but in traditional layouts in urban areas will range from 15 - 25 houses per hectare or (6-10 houses per acre). In the interests of adhering to the principles of sustainable development, the Planning Authority will encourage a higher density of dwellings in urban areas that are deemed to have an adequate physical, social and economic infrastructure to accommodate this level of development in accordance with the 'Residential Density Consultation Draft Guidelines for Planning Authorities', (Department of the Environment and Local Government, 1999).

Services

All services (such as roads, drainage, sanitary services) for estate developments shall be provided in accordance with An Foras Forbartha, 'Recommendations for Site Development Works for Housing Areas' and other relevant codes of practice.

Provision shall also be made for the location of all services underground.

Parking

A minimum of two car parking spaces shall be provided within the curtilage of each dwelling house.

Public Lighting

Public lighting shall conform with the guidelines outlined in the E.S.B. booklet 'Public Lighting in Residential Estate'.

4.4.3 Apartments

In general, the following minimum floor areas are required for all apartments. The planning authority shall encourage the provision of apartments which exceed these minimum requirements.

In general, the following minimum floor areas are required for all apartments:

Apartment type	Minimum Floor Area
One bedroom	38m
Two bedroom	55 nrp
Three bedroom	70 m2

The minimum size of rooms required for new developments and conversions in all instances are to be as set out in the current *Guidelines on Residential Developments in Designated Areas*, Department of the Environment (1995). In all cases, the minimum size of the bathroom shall be 4m². and the minimum size of kitchenette shall be 4m². Depending on site factors, the scale of the development and location, the planning authority may insist on the provision of a high proportion of apartments which exceed these minimum requirements.

The minimum size of bedrooms shall be 6.5m² - the minimum size of a habitable room required by the Building Regulations Bedrooms from 6.5m² to 10.2m² shall be calculated as one bedspace. Bedrooms of 10.22 and greater shall be calculated as two bedspaces.

In apartment developments, every apartment shall have at least one bedroom a minimum of 10.2m² in floor area.

The minimum size for balconies in new apartment developments is 5 iv.

It is the intention of the planning authority to monitor and, where appropriate, to review these minimum requirements during the life of this plan.

Amalgamation of Apartment Units

In order to ensure a degree of flexibility, the floor plans of small one and two bedroom apartment units shall be so designed that at a later date they can be amalgamated to form larger two and three bedroom units, without excessive disruption to the structure of the building. This is intended to allow for changes in the size and mix of apartments in the long term, which reflect changing requirements and demands of occupants.

Internal Floor Space

All rooms should be of a reasonable shape and proportion and have adequate space for normal living purposes. The shape and layout of rooms should maximise the amenity of residents.

All living rooms, kitchens and bedrooms should minimise overlooking of adjoining/adjacent residences, and should be so located so as to avoid facing towards nearby high boundary or gable walls. In the case of conversions, partition walls within and between residential units shall not cut across windows.

Open Space Provision for Apartment Units

Apartment units must generally have a minimum of 15m² open space per bed space within the site. Alternatively a financial contribution for the provision of open space will be considered.

Car Parking

Car Parking shall be in accordance with standards in Section 4.9.

4.5 Tourism Development

The Council require planning applications for developments of this nature to demonstrate that the premises are occupied for as long as possible throughout the year.

Any residential tourism development must demonstrate that it:-

- Does not place unsustainable demands upon the existing or planned infrastructure capacity of the area.
- Does not conflict with the maintenance of the natural and cultural heritage of the area.
- Is located within or adjacent to an established settlement node.
- Reinforces the provision of non residential tourism facilities in the county either through integration with established facilities or by the provision of new facilities.
- minimises the need for additional vehicular journeys to / from visitor facilities in the immediate environs.

CARAVAN PARKS

It is the policy of the Council to issue licences for caravan parks and ensure that all caravans and tents are located on serviced sites, authorised by the Council in areas that have the capacity to accommodate such developments. All planning applications for caravan parks will be assessed in accordance with the 1988 Bord Faille guidelines, 'Caravans and Camping Parks Development Guidelines'.

4.6 Industrial and Commercial Developments

4.6.1 General

With new industrial and commercial developments, adequate provision shall be made on site for storage and stacking space (in addition to provision for parking of vehicles). Storage and stacking areas should be located to the rear of the building, where possible.

The maximum **site coverage** permitted is as follows:

Commercial / Retail	75%
Industrial	75%

The maximum **plot ratio** permitted is as follows:

Commercial/Retail	1.5
Industrial	1.0

General standards for new development are set out in Section 4.1 above. Parking requirements are set out in Section 4.9. Details of required contributions, bonds and security are set out in Section 4.11.

4.6.2 Garages and Petrol Stations

In considering proposals for new Filling Stations (and at 8. the Councils discretion in the case of existing stations, the Council will apply the following criteria:

1. The station should have a frontage to the road of not less than 21.33 m. (70 ft.) and this frontage shall be kept clear for a depth of not less than 4.6 m (15 ft.) from the road boundary of the site.
2. No pump, hosepipe or other service shall be situated less than 4.6 m. (15 ft.) from the road boundary of the site.
3. Where the petrol pumps, hosepipes and other services are at a distance of 9.14 m. (30 ft.) or over from the road boundary of the site, the frontage may be reduced to 12.19m. (40 ft.)
4. While the focus points in the road system will have an obvious attraction for Petrol Stations, the siting will not be permitted at or on road junctions or so close to junctions that a traffic hazard or obstruction to traffic movement is created. The following principles will be observed.

(a): Where the road width is greater than 15.24 m. (50 ft.)

Vehicular entrances or exits shall not be sited nearer to a road junction than 33.52m. (110 ft.) from a junction with a road of 15.24m. (50 ft.) in width or over, 22.85 m. (75 ft.) from a

junction with a road of between 7.62 m. (25 ft.) and 15.24 m. (50 ft.) in width.

(b): Where the road width is less than 15.24 m. (50ft.).

vehicular entrances or exits shall not be sited nearer to a road than 22.85 m. (75 ft.) from a junction with a road of 7.62m. (25 ft.) in width or over.

5. Where the junction occurs on the opposite side of the road from the station, the vehicular entrances or exits shall be sited not nearer than 22.85 m. (75 ft.) from the junction where the width of the intersecting road exceeds 7.62 m. (25 ft.).
6. No pump, hosepipe or other service may be made or adapted to serve vehicles standing on the public road. The station shall not have more than two vehicles openings on any road. Such openings shall have a maximum width of 7.62 m. (25 ft.).
7. The road boundary of the station must be finished except at openings with a wall or railing to a height of not less than 0.45 m. (1' 6") over the level of the adjoining road.
8. Where sufficient space is available and amenity requirements (including car parking space) are complied with, the station may incorporate Show Rooms for the sale of motor vehicles and / or motor accessories. A workshop, car wash or use for retail trading other than such showrooms shall be regarded as ancillary to a petrol station.
9. It will be necessary that landscaping, including tree planting and suitable screening, be incorporated in petrol stations having regard to the amenity of the surrounding areas. This requirement will be of particular importance in regard to the rear and side view of the petrol station.
10. In considering applications for permission to erect petrol stations, the Planning Authority will have regard to the protection or improvement of existing amenities and will seek to prevent the creation of traffic hazards both from traffic movements and lighting arrangements. In regard to the latter, the character of the road, traffic volumes and speeds will be especially considered. Generally, petrol stations will not be allowed on dual metalled surfaces on a bend or junction or where visibility is otherwise obstructed.
11. Appliances and structures placed on the public road are licensable under Section 89 of the 1963 (Planning and Development) Act. Petrol pumps, swing arms, advertisements and display racks and shelves are among the items listed as licensable. The

national policy is to eliminate such structures and appliances from the public road and under the Dangerous Substances Regulations, 1979, all such petrol dispensing arrangements shall cease by 1999.

12. Unless permission has been specifically granted for such, the placing of cars, caravans, kiosks, chalet? or other structures on the station will be a contravention of the Development Plan.
13. Canopy lighting and forecourt lighting should either be fully cut off or recessed so as not to cause dazzle or distraction to other road users.
14. All new fascia shall be slated and not illuminated.

4.6.3 Mineral Extraction / Quarrying

The policy of the Council is to promote mineral exploration. The Council further recognises that with appropriate care in initial site selection, process design and environmental monitoring, mineral extraction can be compatible with a wide range of appropriate adjacent land uses and habitats. It will be Council policy to ensure that applications for mineral development / quarrying conform closely with these requirements, both in use and most particularly in the quality and thoroughness of the decommissioning and rehabilitation plans. Such plans shall be a compulsory component of any application for mineral extraction.

It is the policy of the Council that transportation of minerals from the source must be carried out without causing nuisance to other road users. In certain instances the public road may be deemed by the Council to be inadequate to carry the size of the loads proposed. The Council will include a condition requiring a contribution towards the maintenance and/or upgrading of this road and may specify alternative routing of these loads.

It is the policy of the Council that any application for mining or quarrying will reflect national policy for this sector.

4.7 Advertising

General

All advertisements and advertisement structures, other than those exempted under Part II, Second Schedule of the 1994 Local Government (Planning and Development) Regulations, shall be the subject of a formal planning application.

Advertising will be limited to commercial built-up areas where it is already a feature. Within towns and villages, the following general policy will apply,

The size and scale of signs should not conflict with those existing structures in the vicinity.

Signs will not be permitted if they compete with road signs or otherwise endanger traffic safety.

Signs attached to buildings are preferable to those on free standing hoardings.

Signs should not interfere with windows or other features of the facade or project above the skyline.

Signs should not exceed 5.4 m~.

Rural Advertising

No advertising hoardings will be permitted in the open countryside. Consideration may be given to the provision of advertising panels at lay-bys outside built up areas where facilities in these areas can be listed and the traders can advertise in a fashion which would provide information to travellers without interference with the amenities of the area. Such signs will not exceed 2.7 m_

Tourist Facilities

Signs that are designed as guides to the location of tourist facilities such as hotels, restaurants and guest houses will be permitted under licence outside built-up areas subject to;

They comply with the Traffic Signs Manual produced by the Department of the Environment in 1996.

They are limited to fingerpost signs,

They are limited in number to the minimum required for that purpose,

Local Events

The Planning Authority will permit the advertising of local events under licence, in accordance with regulations, which shall be strictly enforced to ensure that such advertising does not become detrimental to safety or visual amenity.

4.8 Demolition of Buildings

In addition to buildings and structures that are deemed to be of artistic, architectural and historical importance and are listed for preservation in Appendix 5 of this Development Plan, permission is required for the demolition of any habitable dwelling under the Local Government (Planning and Development) Act.

4.9 Car Parking

Developments that, in the opinion of the Planning Authority, are likely to generate a need for parking space will require the provision of parking space in accordance with the rates set out in the table below. Where, in respect of Town Centres or other development areas, the provision of parking spaces within the curtilage of the development at the rates specified might be detrimental to the overall urban structure, contribution in lieu of the provision may be accepted by the Planning Authority. These contributions

will be equivalent to the cost of provision of the car parking spaces as determined by the planning authority and shall be used for like provision in the nearest convenient location, so as to facilitate the development.

Car parking and service facilities shall be provided entirely within the curtilage of the development or convenient to the principal use served. The Council shall oversee that car parking and service facilities are sited within established building lines to ensure minimum interference with adjoining premises.

The required dimensions for the car parking spaces shall be 4.8 metres by 2.5 metres (16 feet by 8 feet) per space and 6.1 metres by 3 metres (20 feet by 10 feet) per bay for loading bays. The width of circulation aisles will be 6 metres (two-way) and 3 metres (one-way).

Parking Requirements for Particular Land Uses

Land Use	Non Operational Parking Spaces Required	Operational Parking Spaces Required
Auditorium, Cinema, Theatre	1 per 10 persons	Based on Particular Circumstances
Church	1 per 10 persons	Based on Particular Circumstances
Library	1 per 32 sq. m g.f.s.	Based on Particular Circumstances
Bank	1 per 20 sq. m g.f.s.	1 C.V. per 2300 sq. m. plus 1 space per employee.
Office	1 per 37 sq. m g.f.s.	1 C.V. per 2300 sq. m. plus 1 space per employee.
Retail Shop ¹ for Convenience Goods (not exceeding 250 sq. m g.f.s.) ⁴	1 per 23 sq. m g.f.s.	1 C.V. plus 1 space per 4 employees
Retail Shop for Convenience Goods (Exceeding 250 sq. m g.f.s.) ⁴	1 per 23 sq. m g.f.s.	1 H.C.V. per 930 sq. m. plus 1 space per 4 employees.
Warehouse ¹ for Comparison Goods (excluding Offices) ⁴	1 per 70 sq. m g.f.s.	1 H.C.V. per 930 sq. m.g.f.s.
Manufacturing (excluding Offices)	1 per 70 sq. m g.f.s.	1 H.C.V. per 2,300 sq. m.g.f.s.
Hotel (excluding Function room)	1 per 2 bedrooms	1 C.V. per 230 sq. m.g.f.s
Guesthouses including B&B's	1 per Bedroom unit plus the requirement for dwelling	
Ballroom / Dancing Club / Function Room ¹	1 per 5 sq. m.	Based on Particular Circumstances
Restaurant ¹	1 per 6 sq. m of usable usable floor space	1 space per 4 employees
Bar/ Lounge ¹	1 per 4.5 sq. metres of public usable floor space	1 space per 4 employees
Golf or Pitch and Putt Course	—	Based on Particular Circumstances
Secondary School ²	1 per 50 students	1 per Teaching Staff Member plus 1 per 2 ancillary staff
Primary School ¹	1 per 100 students	1 per Teaching Staff Member plus 1 per 2 ancillary staff
Hospital	—	Based on Particular Circumstances
Nursing Home	1 per 4 Patients	Based on Particular Circumstances
Dwelling	2 per Dwelling Unit	Based on Particular Circumstances
Flat /Apartment	1 per Bedroom Unit	—

Note P.C.U. - Passenger Car Unit
C.V. - Commercial Vehicle
H.C.V. - Heavy Commercial Vehicle
g.f.s. - Gross Floor Space

Note1 Where groups of shops together exceed the specified figure for g.f.s. they may collectively be required to meet the standard for a single unit in excess of 250 sq. m. g.f.s.

Note2 It will be necessary to provide for Bus Parking and Set Down / Pick Up spaces off the public road where such spaces are not already provided in a convenient location.

Note3 This standard may be relaxed in town centres where the vehicle usage associated with the premises could be expected to be reduced due to the nature and location of the development.

Note4 Convenience goods are food etc and other general shops. Comparison goods are other outlets, which cannot be classified as convenience goods outlets

4.10 Access for Persons with Disabilities and the Mobility Impaired

All future developments used by the public shall have access for persons with disabilities and those who are mobility impaired, incorporated into the design of the building as an integral part of the proposal. Parking shall be provided for the mobility impaired in locations that are convenient for users.

4.11 Development Contributions, Bonds and Security

In the development of private residential schemes (both houses and apartments), roads and services are to be provided in advance of dwelling completion. In the case of large developments, provision of roads and services may be phased with the approval of the Planning Authority.

To secure the satisfactory completion and maintenance of all roads, footpaths, open spaces and other services within a development, it shall be necessary for the developer, prior to the commencement of the development, to submit a bond from an Insurance Company or other financial institution acceptable to the Planning Authority. The amount of the security Bond will be calculated on the basis of 25 per cent of the estimated cost of the development works. This bond shall remain in force until such time as all the works are satisfactorily completed and / or the development has been taken in charge by the Council. In the instance of a developer carrying out site development works only, a bond greater than 25% may be required.

4.12 Listed Buildings

It is the policy of the Council to preserve all the structures of historical, architectural and artistic interest listed in this Development Plan. Full details of these listings can be found in **Appendix 5**.

It is an objective of the Local Authority to encourage the protection, appreciation and appropriate revitalisation of the vernacular heritage of Co. Waterford. The settings of vernacular buildings and features shall be respected. The Local Authority shall encourage the retention and development of the traditional skills base in County Waterford. The design of new buildings shall be expected to appropriately consider the existing vernacular heritage. In this regard, it is acknowledged that what is appropriate in one environment is not necessarily appropriate in another.

Notwithstanding works classed as exempted development, planning permission is normally required for alterations or modifications to listed buildings and / or structures. The Planning Authority will take account of the conservation guidelines issued by the Dept. of the Environment and Local Government and the R.I.A.I. All proposals for alterations or renovations will be submitted to Duchais for comment.

Historical buildings are often more difficult to adapt to modern residential or commercial use. Owners of listed structures who wish to alter or renovate their properties, are encouraged to consult with the Council before any alterations are carried out. The Council will adopt a partnership approach to the renovation and improvement of listed buildings and structures by offering advice to property owners.

4.13 Tree Preservation Orders

In recognition of the visual and ecological value of trees in some locations in the County, the Council will continue to make tree preservation orders. A list of these tree preservation orders can be found in **Appendix 7**.

4.14 Agricultural Development

In visually sensitive areas the Council will require that buildings be sited as unobtrusively as possible and that materials and colours are used which blend with their surroundings. The use of dark colours - notably dark greens, reds and greys are most suitable for farm buildings.

Agricultural developments shall comply with relevant guidelines as issued by the Department of Agriculture and Forestry booklet entitled "Guidelines and Recommendations on Control of Pollution from Farmyard Wastes", 1985, EPA BATNEEC Guidance Notes, the Code of Good Agricultural Practise to Protect Waters from Pollution by Nitrates and the Rural Environment Protection Scheme Guidance Documents (and as may be amended), as appropriate.

It should be noted that certain agricultural developments may require an Integrated Pollution Control Licence and the Local Authority will not be able to deal with the environmental aspects of applications of this nature.

4.15 Electricity and Other Cables

The Council will require that all cables in built up areas should be placed underground. In rural areas, particularly where consideration of visual amenity requires it, the Planning Authority may stipulate that cables must be placed underground for all or part of their length, or to be re-routed in order to avoid injury to amenity. The Planning Authority is concerned at the wholesale destruction of hedgerow trees which has become a feature of cable route maintenance and will seek to curtail this practice in the interests of amenity.

4.16 Zoning Objectives

Use Zoning

The general objectives of the use zoning in this plan is to serve as a guideline for the control of development so as to achieve the goals set out in Parts 2 & 3 of this plan. Where no specific use zoning is indicated, the primary use can be assumed to be that already existing in the area and it is likely to be either Primarily Agricultural or Primarily General Urban Development.

The use zoning objectives are based on the principle of primary uses and sole uses. Where a primary use is specified for a Zone, this use will be the principle one in the one in that area. Where a sole use is indicated, other uses will not be permitted in such areas in order to ensure that the sole use referred to will be provided in order to support the primary use of the area as a whole. Unzoned land will be regarded as zoned A.

Sole use areas will require to be protected from intrusion of other uses in the area as a whole.

Uses in a Zone that are in conflict with the use zoning objectives shall be regarded as non conforming uses. While the policy will be to secure conformity of use through discouragement of a continuation of non-conforming uses, it is recognised that from time to time, it may be necessary to allow minor building extension and alterations within a non-conforming use area to allow for continuity of use, provided that the continued use does not prejudice the proper planning and development of the area and the preservation and improvement of amenities thereof.

