



CHAPTER 3
Physical Infrastructure Strategy



3 Physical Infrastructure Strategy

This chapter incorporates three separate sections dealing with the following topics:

- A) Transportation
- B) Water and Wastewater Services
- C) Environmental Services

3.1 (A) Transportation

3.1.1 Background/ Introduction

Improving the standard of transportation infrastructure is of primary importance to the Council. The standard of infrastructure within the county has improved greatly in recent years and it is the aim of Kildare County Council that accessibility will improve further throughout the life of this plan. The main transportation corridors linking Dublin to much of the country pass through Kildare - the M4/N4, M7/N7 and N9. There are two mainline railway passenger services traversing the County - the Sligo and Limerick lines and two important suburban services Kildare - Heuston and Maynooth - Connolly.

The provision of good quality infrastructure is essential to the economic, social and cultural development of the county. The Council recognises the need to provide this infrastructure and will exercise its power to ensure that the economic development of the county will not be constrained by the lack of adequate infrastructure. It is acknowledged that Dublin Bus/Bus Éireann and the private sector operate a substantial range of services within the county and, again, this forms an essential element of existing transportation arrangements.

3.1.2 Goal

To promote all forms of transport in County Kildare and improve access both within the county and to the county by integrating land use planning with an integrated transport system based on sustainability, of resources and the development of additional transport infrastructure.

3.1.3 Objectives

- (1) To improve road safety for all road users and reduce fatalities/ accidents on Kildare Roads.
- (2) To prepare an integrated transport strategy for Kildare based on sustainability and better use of resources.
- (3) To enable people, goods and services to reach their destination safely, economically and quickly and to improve access to services in rural parts of Kildare.
- (4) To improve the capacity of the road infrastructure within County Kildare in accordance with national/ regional policy.
- (5) To ensure that all new housing/developments are provided with adequate transport services and to enable these to be served, where possible, by public transport services through appropriate location, layout and density.

- (6) To have a well maintained road network base.
- (7) To improve travelling times by managing traffic more efficiently.
- (8) To encourage public transport use throughout the county.
- (9) To improve access for mobility impaired people.
- (10) To provide safer routes to educational establishments within the county to encourage walking & cycling.

3.1.4 Policy Statement

3.1.4.1 Public Transport

Public transport is an important sustainable mode of transport and the aim of the policies set out below is to encourage and facilitate a modal shift in favour of public transport.

It is the policy of the Council;

- PT 1 To co-operate with the relevant transport bodies and authorities to secure improvements and further developments of the public transport system.
- PT 2 To co-operate with the DTO and other relevant transport bodies in the preparation and implementation of a Quality Bus Corridor Network in County Kildare.
- PT 3 To facilitate the provision of park and ride facilities in appropriate locations close to public transport nodes.
- PT 4 To require that public transport set-down and pick-up points are located such that the safety of passengers is maximised and the safety of other road users is not endangered through the creation of a traffic hazard.
- PT 5 To support the County-level Transport Group, as established by the CDB, to co-ordinate and maximise urban and rural transport services and infrastructure.
- PT 6 To carry out a study of the feasibility or otherwise of a direct rail link from Naas to Sallins Station within the lifetime of this Plan. Any such study should be carried out in co-operation with Rail and other relevant authorities.
- PT 7 To promote a change in the transportation modal split to sustainable and public transport modes through the appropriate integration of land use and transportation planning policy.
- PT 8 To support the extension of the Dublin Taximeter Area to include the towns of north-east Kildare.
- PT 9 To advocate the importance of the provision of an extended rail and bus commuter service on the basis of an integrated approach to land use and transportation planning as set out in the RPG and DTO Strategy "A Platform for Change" and in particular the reopening of the Straffan Railway.
- PT 10 That Kilcock, Celbridge, Leixlip and Maynooth be assisted with the provision of improved local bus service levels, better integration between bus and rail services and improved bus service levels between NE Kildare and the towns of Mid Kildare.

3.1.4.2 *Cycling and Walking*

Cycling and walking are environmentally friendly, fuel-efficient and healthy modes of transport to work, school, shopping and recreational purposes. It is considered an efficient, fast and relatively inexpensive form of transport and its development is in line with the principles of sustainable development. The overall purpose of these policies is to encourage the increased use of walking and cycling as a mode of transport.

It is the policy of the Council:

WA 1 To promote and facilitate the development of cycling and walking facilities in the County.

WA 2 To promote the development of cycling through working with the Dublin Transportation Office to develop cycle links.

WA 3 To encourage the provision of secure bicycle parking facilities in towns, at neighbourhood centres, at public facilities such as schools, libraries, train stations and in all new developments in accordance with the standards set out in chapter 15, table 15.3.

WA 4 That signal controlled pedestrian facilities have an audible signal and dished kerbs with tactile paving to assist visually and mobility-impaired persons in crossing roads.

3.1.4.3 *National Roads*

The national road network primarily serves long and middle distance traffic passing through the county. They have an important role to play in the economic development of the county.

It is the policy of the Council:

NR 1 To restrict accesses onto national roads along sections where the 100km per hour speed limit applies, in line with NRA policy.

NR 2 To co-operate with the NRA in the upgrading of existing interchanges on the national routes where appropriate, and to restrict development immediately adjacent to interchanges to provide for the future enlargement of interchanges.

NR 3 To require a Traffic Impact Assessment that assesses the impact of new development on the operation of the national route where it is proposed to take access directly off a national route or is likely to generate traffic on a national route.

NR 4 To ensure that all new developments in proximity to National Routes provide suitable protection against traffic noise.

NR 5 To ensure that all existing and new developments in proximity to national routes do not allow light to dazzle or distract traffic travelling the national routes.

NR 6 To facilitate the adequate provision of Motorway Service Stations at appropriate locations in the County.

- NR 7** That the County Council will carry out an examination of land uses at existing and proposed interchanges throughout the county with a view to guiding and controlling their future development.
- NR 8** To support the provision of Motor Service Areas generally at Kill, Mullaghmast & Mayfield Interchanges.
- NR 9** To further investigate the potential for appropriate development at the various interchanges throughout the County having regard to the IFPLUTS, RPGs, the primacy of the locations identified in Policy NR 8 and policy ED34 under Chapter 2, Section 2.4.9 broad economic factors and proper planning and development. In this regard the following interchanges will be examined:

- | | | | |
|-------------|------------|--------------------|-------------|
| • Nurney Rd | • Newhall | • Millennium Park | • Kilcullen |
| • Celbridge | • Kilcock | • Johnstownbridge | • Kill |
| • Johnstown | • Maynooth | • Monread/Maudlins | • Mayfield |

And that the resultant study in relation to the identified interchanges will be completed within two years of the making of this County Development Plan.

3.1.4.4 Regional Roads

These roads link the principal towns in the county and also serve local traffic. They are generally of a high standard and in some cases carry a considerable volume of traffic.

It is the policy of the Council:

- RR 1** To avoid the premature obsolescence of identified regional roads through the creation of excessive levels of individual entrances and to secure the recent investments in non-national roads, it is the policy of the Council to restrict new accesses onto these roads where the 100km per hour speed limit currently applies (proposed to be changed to 80km/h).

Exceptions will be considered on their merits in the following circumstances:

1. In the case of one-off housing development in the rural countryside, where a landowner or a member of his/her immediate family [who otherwise complies with Policy 6.6.2 RH 1], cannot provide access onto a nearby county road and therefore needs to access a Regional Road. In this circumstance the applicant will only be permitted to maximise the potential of an existing entrance.
The onus shall be on the applicant to demonstrate that they have no other access or suitable sites within their landholding.
2. Developments of strategic local, regional, or national importance, particularly where there is a significant gain to the County through employment creation or other economic benefits.
3. Where it is proposed to demolish an existing dwelling and replace with a new dwelling.

Table 3.1 Identified Regional Roads

Road No.	Location
R402	Carbury - Edenderry
R402	Carbury - Johnstownbridge
R403	Clane - Barberstown
R403	Carbury - Allenwood
R407	Clane - Kilcock
R403	Clane - Allenwood

3.1.4.5 Distributor/ Relief Roads

It is the policy of the Council to provide distributor/ relief roads linking the arterial routes in all the major towns. Distributor roads should be taken to mean a series of local roads that connect the arterial roads in major towns. Where linked to the regional network, and where appropriate, it will be the policy of the Council to seek ministerial approval to have these dedicated as regional roads upon completion. These roads will have two functions. Their primary function will be to divert through traffic away from the town centres. This will facilitate the provision of measures to improve the public realm in these towns such as street furniture and planting. These roads will also facilitate the reallocation of road space in these towns in favour of pedestrians, cyclists and public transport. The second function of these roads is to facilitate the orderly expansion of these towns.

It is the policy of the Council:

- DR1** To ensure that these roads are designed and constructed in a manner that will enable them to fulfil both of these functions. In order to achieve this direct access onto these roads shall be limited to a number of strategically located junctions.
- DR2** To provide for a uniform policy within the county, for street signage, style of sign, font & colour, which will be a requirement on all planning applications for urban, residential & commercial developments.

3.1.4.6 Roads Programme

The roads programme for the County will be implemented by the Council and the National Roads Authority. Various road schemes will be subject to Environmental Impact Assessment where necessary.

As part of the overall National Roads development programme, it is an objective to carry out a number of specific projects during the plan period:

It is the policy of the Council:

- RP 1** To complete the M4 from Kilcock to the County boundary.
- RP 2** To complete the M7 by-pass of Monasterevin.

- RP 3 To keep free from development the proposed line from the N9/ N10 Kilcullen to Waterford scheme and to construct this section of the scheme to the county boundary. For the avoidance of doubt this project includes the provision of a road linking the existing N9 with the existing N78 at Athy.
- RP 4 To preserve free from development the alignment of the southern distributor road in Athy, this road will be joined to the N9 link road.
- RP 5 To facilitate provision of an additional interchange along the N7 Naas by-pass to provide access to the Millennium Park.
- RP 6 To plan for the improvement of the N7 Newhall interchange to allow for future increased capacity through the interchange through identification of an interchange footprint and its preservation free from development.
- RP 7 To proceed with development of the third lane in each direction along the N7 including improvement of interchanges as the need arises.
- RP 8 To provide the N78 Athy Inner Relief Street.
- RP 9 To identify a route for the N78 Athy Outer by-pass and preserve the route free from development.
- RP 10 To investigate in conjunction with the relevant authorities, the long term potential for a relief motorway to the existing National Primary Route between Naas and the Dublin County Boundary.
- RP 11 To improve the section of the N81 that is contained in County Kildare.
- RP 12 To co-operate with adjoining authorities regarding improved road facilities at border towns eg. Blessington, Kilcock, Maynooth & Leixlip.
- RP 13 To identify and provide a by-pass of Johnstown Bridge to divert traffic travelling from the N4 to Edenderry and vice versa in the interest of safety for pedestrians in the village.
- RP 14 To improve and re-align where necessary the following regional roads (set out in table 3.2)

Table 3.2 Regional Roads Kildare

Road no.	Location.	Road no.	Location.
R415	Kildare to Athy	R414	Rathangan to Prosperous
R403	Celbridge to County boundary	R401	Rathangan to County Boundary
R405	Celbridge to Maynooth	R419	Rathangan to County Boundary
R405	Celbridge to County boundary	R414	Rathangan to Monasterevin
R403	Celbridge to Clane	R402	Newbury + rds to County Boundary
R404	Junction of R403 and R404 to Leixlip	R402	Carbury to Johnstown bridge
R149	Leixlip to County boundary	R403	Carbury to Allenwood
R148	Leixlip to Maynooth	R160	Broadford to County boundary
R404	Leixlip to Celbridge	R401	County boundary to County Boundary (section of rd, in Kildare)
R406	Maynooth to Barberstown cross rds	R414	Monasterevin to Rathangan
R157	Maynooth to County boundary	R424	Monasterevin to County boundary
R148	Maynooth to Kilcock	R417	Monasterevin to Athy
R405	Maynooth to Celbridge	R416	Newbridge to Milltown and Kilcullen
R148	Kilcock to Maynooth	R413	Newbridge to Kildare
R125	Kilcock to County boundary	R415	Milltown + rds to Prosperous
R407	Kilcock to Clane	R401	Kildare to Rathangan
R148	Kilcock to N4	R415	Kildare to Milltown crs rds
R158	From Allen Bridge to County boundary	R413	Kildare to Newbridge
R403	Clane to Celbridge	R415	Kildare to junction of N78
R403	Clane to Prosperous	R448	Kilcullen to Naas
R407	Clane to Naas (Including Sallins by pass)	R413	Kilcullen to Brannockstown
R408	From Boherhole + rds to Maynooth	R412	Two Mile House to County boundary
R403	Prosperous to Clane	R416	Newbridge to Kinneagh + rds
R403	Prosperous to Allenwood	R448	Up to junction of N78, M9 and N9
R403	Allenwood to Prosperous	R413	Brannockstown to Ballymore
R415	Allenwood to Newbridge	R747	Ballitore to County boundary
R414	Allenwood to Rathangan	R415	N78 to N9 at Ballitore
R403	Allenwood to Derrinturn	R418	Athy to Castledermot
R445	Naas to Maudlins + rds	R417	Athy to County boundary
R409	Naas to junction of R403 At Blackwood + rds (including the re-alignment at Jigginstown)	R428	Athy to County boundary
		R427	Cloney + rds to County boundary
		R418	Castledermot to County boundary
R410	Naas to County boundary	R411	Ballymore to County boundary
R411	Naas to Ballymore Eustace	R413	Ballymore to Kilcullen
R448	Naas to Kilcullen	R417	Kildare to Rathangan
R445	Naas to Newbridge	R413	Kildare to Kilcullen

- RP 15** Outer Orbital Route - It is a policy of the Council to co-operate with the NRA and other local authorities to provide the outer orbital route Drogheda-Navan-Naas-Wicklow proposed in the 'Regional Planning Guidelines for the Greater Dublin Area (Draft December 2003)'.
- RP 16** Distributor/ Relief Roads - It is a policy of the Council to provide a series of distributor/ relief roads (as defined in section 3.1.4.3) in the major towns in the county. These roads are detailed in the Local Area/ Town Plans for each town.

3.1.4.7 Local Roads

It is the policy of the Council:

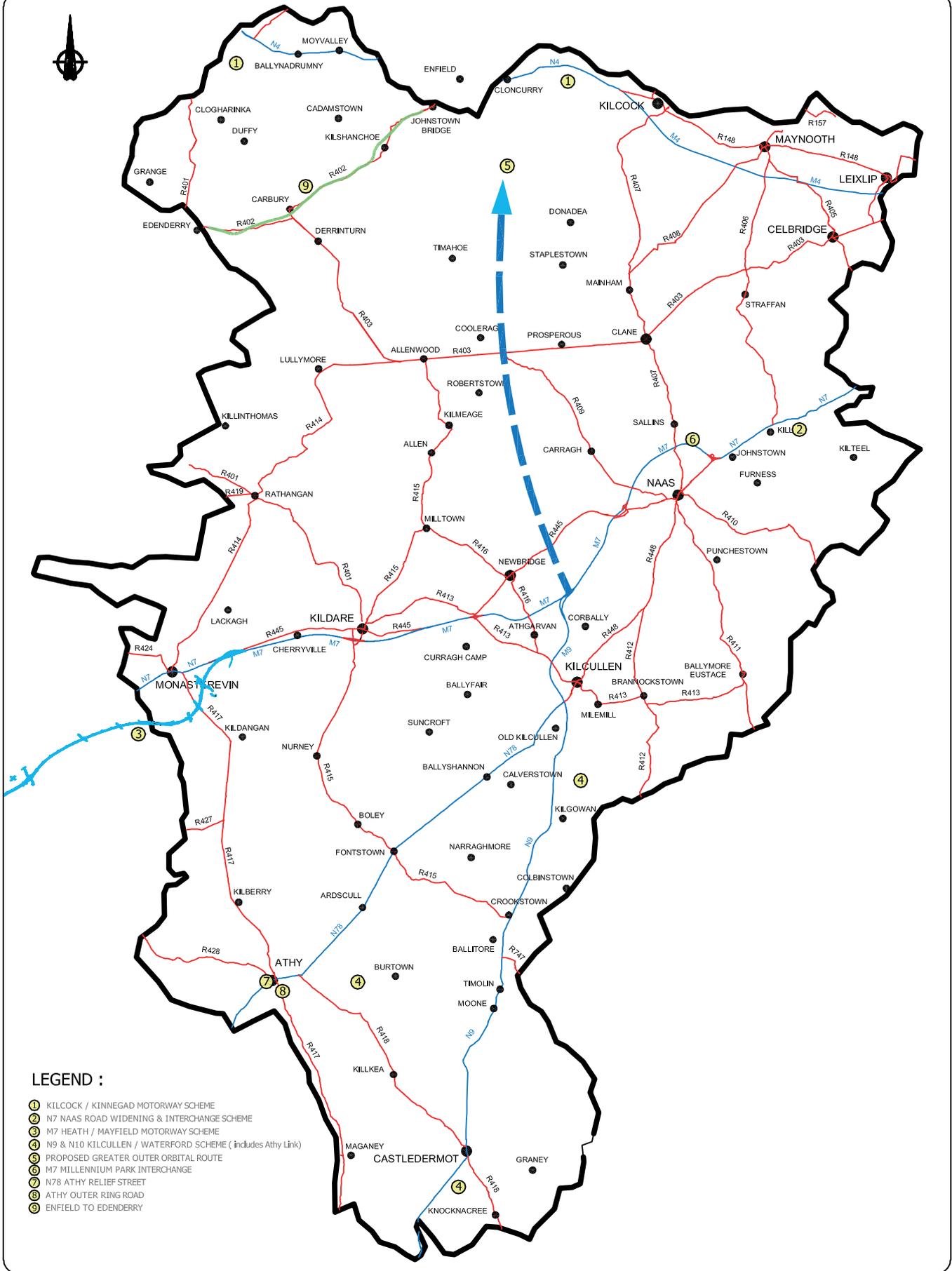
- LP 1** To improve all county roads to an appropriate standard subject to the availability of resources.

3.1.4.8 Transport - General

It is the policy of the Council:

- GR 1** To co-operate with the relevant transport bodies and authorities to secure improvements to the public transport system.
- GR 2** To preserve free from development proposed road realignment/ improvement lines and associated corridors where such development would prejudice the implementation of the National Roads Authority or County Council plans.
- GR 3** To prepare Integrated Land Use and Transportation Plans in conjunction with the DTO for each of the major centres in the County and support the recommendations of these plans.
- GR 4** To promote and encourage the co-ordination of transportation services and the integration of transport modes so as to facilitate integrated transport provision in the county.
- GR 5** To have regard to the condition, location and accessibility of heritage items in the planning and provision of transportation services.
- GR 6** To ensure that access to buildings and public spaces are accessible to people with mobility needs. Car parking shall generally be provided in accordance with 'Buildings for Everyone', 2002 published by the National Disability Authority.
- GR 7** To assist and encourage the development and expansion of rural transport initiatives, in conjunction with other statutory and development agencies, in order to facilitate access to services and facilities throughout the county.

- GR 8** To require that significant new industrial developments in the vicinity of a town will have to incorporate designated HGV parking areas. Applicants shall consult with the Planning Authority at pre-planning stage to determine if the size of the industrial development proposed requires designated HGV parking areas.
- GR 9** To improve road, street, town and village signage by undertaking, in association with other relevant bodies, a survey of existing signage to assess proliferation, gaps and quality and consequently developing a signage policy to enhance the general appearance of the county.
- GR 10** To require that public transport set-down and pick-up points are located such that the safety of passengers is maximised and the safety of other road users is not endangered through the creation of a traffic hazard.
- GR 11** To co-operate with other agencies when reviewing Local Area Plans, to prepare a parking study to investigate the appropriate location for vehicular and bicycle parking and park and ride facilities within the county. The Council will seek to provide these facilities either on its own or in cooperation with others.
- GR 12** To investigate, in conjunction with commercial interests and transport companies, to see if viable areas can be identified for the parking of HGVs within the County to eliminate the hazards of unsuitable lorry and bus parking in residential areas.
- GR 13** To promote road safety measures in conjunction with Government departments and other agencies to avoid the creation of traffic hazards and to ensure traffic management issues are adequately addressed at pre-planning and planning application stage.
- GR 14** To assist in the provision of park and ride facilities to help improve accessibility to rail services at specific locations:
1. Kilcock: On land adjacent to the existing station located to the north of the railway line and south of the Royal Canal.
 2. Moyvalley: On land adjacent to the old station located to the south of the railway line and the Royal Canal.
- Park and Ride policy should be informed inter alia by the recommendations contained in the DTO's "Rail Park and Ride Strategy for the Greater Dublin Area."



LEGEND :

- ① KILCOCK / KINNEGAD MOTORWAY SCHEME
- ② N7 NAAS ROAD WIDENING & INTERCHANGE SCHEME
- ③ M7 HEATH / MAYFIELD MOTORWAY SCHEME
- ④ N9 & N10 KILCULLEN / WATERFORD SCHEME (includes Athy Link)
- ⑤ PROPOSED GREATER OUTER ORBITAL ROUTE
- ⑥ M7 MILLENNIUM PARK INTERCHANGE
- ⑦ N78 ATHY RELIEF STREET
- ⑧ ATHY OUTER RING ROAD
- ⑨ ENFIELD TO EDENDERRY



**KILDARE COUNTY COUNCIL
PLANNING DEPARTMENT
St. MARY'S NAAS**

**NATIONAL & REGIONAL
ROAD NETWORK**
County Development Plan 2005 - 2011

Legend: R418 REGIONAL ROAD
N7 NATIONAL ROAD
M7 NATIONAL MOTORWAY

Scale: N.T.S. **Map Ref:** 3.1

Date: May 2005 **Drg No:** 200/05/101

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CONJUNCTION WITH THE WRITTEN STATEMENT

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3.2 (B) Water & Wastewater Services

3.2.1 Background

Recent developments have put additional pressures on the capacity of water and sewerage facilities. Kildare County Council recognises that the provision of a high quality and efficient water supply and drainage infrastructure will ensure the long-term physical, environmental, social and economic development of the County.

3.2.2 Goal

To develop, protect, improve and extend water, waste water and flood alleviation services throughout the County in a manner which is sustainable and which is within the financial resources of the Council.

3.2.3 Objectives

1. To improve the provision of services in those areas of the County where deficiencies exist at present.
2. To preserve the capacity of water and wastewater services primarily for the use of developments within County Kildare, particularly in those areas under pressure from the Dublin Metropolitan area subject to an agreement with the adjoining local authorities.
3. To provide surface water management systems throughout the County and alleviate flooding areas.
4. To implement a planned programme in support of the rural settlement strategy.

3.2.4 Policy Statement

3.2.4.1 *Water Supply*

It is the policy of the Council:

- WS 1 To ensure that all villages and settlements are provided with an adequate water supply within the limits of cost effectiveness and the availability of finance.
- WS 2 To promote the proper management of Group Water Schemes in accordance with the Rural Water Strategic Plan.
- WS 3 To improve and expand the water supply to all areas in accordance with the Water Strategy for County Kildare.
- WS 4 To promote conservation of water resources.
- WS 5 To protect groundwater resources having regard to the County Kildare Groundwater Protection Scheme.

- WS 6** To review the water quality standards of Kildare County Council in the light of European Communities (Drinking Water) Regulations 2000 (S.I. No. 439 of 2000), as may be amended to ensure continuing compliance.
- WS 7** To promote water conservation measures within the County by requiring the installation of water meters in all new residential units and in units where planning permission is required for an extension.

3.2.4.2 Waste water

It is the policy of the Council:

- WW 1** To ensure that all villages and settlements are provided with an adequate waste water treatment plant within the limits of cost effectiveness and availability of finance.
- WW 2** To ensure that the siting of all Waste Water Systems will have regard to the County Kildare Groundwater Protection Scheme.
- WW 3** To ensure that all developments will have regard to the policies as expressed in the Greater Dublin Drainage Study with particular reference to:
- (a) Infiltration and Exfiltration
 - (b) Climate Change
 - (c) Basements
 - (d) New Developments
 - (e) Environments
 - (f) Surface Water
- WW4** To examine in the context of any future expansion of Leixlip Waste Water Treatment Plant the possibility for rerouting pipes and the minimisation of odours.

3.2.4.3 Flood Alleviation

It is the policy of the Council:

- FA 1** To ensure that all new development shall have regard to towns & areas that may be at risk of flooding.
- FA 2** To ensure that all significant developments impacting on flood risk areas shall submit a Flood Impact Assessment at planning application stage to identify potential loss of flood plain storage and how it would be offset in order to minimise the impact on the river flood regime at application stage.
- FA 3** To ensure that all towns, villages and settlements are provided with adequate flood alleviation measures within the limits of cost effectiveness and availability of finance and in particular where solutions are known for identified problems.
- FA 4** To ensure that all developments have regard to the policies as expressed in the Greater Dublin Drainage Study with particular reference to:
- (a) Infiltration and Exfiltration
 - (b) Climate Change

- (c) Basements
- (d) New Developments
- (e) Environments
- (f) Surface Water

- FA 5** To implement the existing plan for flood alleviation in Ardclough.
- FA 6** To ensure that development that is sensitive to the effects of flooding will generally not be permitted in flood prone or marginal areas. Appropriately designed development, which is not sensitive to the effects of flooding (such development might include park areas, sports pitches, certain types of industry), may be permissible in flood plains provided it does not reduce the flood plain area or otherwise restrict flow across floodplains.
- FA 7** To ensure that development in floodplains, areas liable to flooding and areas where the conveyancing capacity of watercourses is marginal must so far, as is reasonably practicable, incorporate the maximum provision to reduce the rate and quantity of runoff. For example:
- Hard surface areas (car parks etc) should be constructed in permeable or semi-permeable materials,
 - On site storm water ponds to store and / or attenuate additional runoff from the development should be provided,
 - Soak-ways or French drains should be provided to increase infiltration and minimise additional runoff.
- FA 8** To ensure that adjacent to watercourses of a significant conveyance capacity any structures (including hard landscaping) must be set back from the edge of the watercourse to allow access for channel clearing/maintenance. A set back of 5 – 20 metres is required depending on the width of the watercourse.
- FA 9** To ensure that development consisting of construction of embankments, wide bridge piers, or similar structures will not normally be permitted in or across flood plains or river channels.
- FA 10** To ensure that all new development must be designed and constructed to meet the following minimum flood design standards:
- For Urban areas or where developments (existing, proposed or anticipated) are involved – the 100 year flood.
 - For Rural areas or where further development (existing, proposed or anticipated) are not involved – the 25 year flood
 - Where streams, open drains or other watercourses are being culverted – the minimum permissible culvert diameter is 900mm. (Access should be provided for maintenance as appropriate.)

FA 12 That where considered necessary the Council will require a flood impact assessment and proposals for the storage or attenuation of run off discharges (including foul drains) to ensure the development does not increase the flood risk in the relevant catchment must accompany applications for Planning Permission for development.

FA 13 That where considered necessary the Council will require a certificate from a competent person that the development will not contribute to flooding within the relevant catchment. This must accompany applications for planning permission for development.

3.2.4.4 Water Services Programme

WP 1 It is the policy of the Council to commence and complete the following projects as and when necessary and subject to the availability of appropriate approval and finance:

Waste Water Schemes 2007 - 2012

- The early construction of the Kildare Town Sewage Treatment Plant
- Upper Liffey Valley Regional Sewerage Scheme - Stage 3
- Lower Liffey Valley Regional Sewerage Scheme - this scheme involves the construction of an extension to Leixlip waste water Treatment Plant and repair and augmentation of the network in Leixlip, Maynooth, Celbridge and Kilcock and the connection of Straffan in the Regional Scheme
- Rathangan Sewerage Scheme - extension to existing treatment plant in Rathangan
- Moone/ Timolin/ Ballitore (Preliminary Report with DoEHLG for approval of new sewage treatment plant and to provide a sewer network in Moone/ Timolin)
- Athy Sewerage Scheme - extension to sewerage treatment plant
- Milltown Sewerage Scheme - It is proposed to connect Milltown to the Upper Liffey Valley Regional Scheme at Newbridge
- Castledermot Sewerage Scheme- Phase 2 - Expansion
- Ballymore Eustace Sewage Treatment Plant

Water Services Investment Programme - Assessment of Needs 2007-2012

WP 2 It is the policy of the Council to support the objectives of the report entitled 'Water Services Investment Programme - Assessment of Needs 2007 - 2012' including inter alia the following schemes:

- North East Kildare Regional Water Supply Scheme- including construction of Reservoirs at Castlewarden and Kilcock
- Pipeline from Ballymore Eustace to Naas via Dowdenstown Reservoir
- The laying of a replacement main from Ballymore Eustace to Old Kilcullen
- Ardsull Reservoir and pipeline to Athy
- Construction of pipeline from Castlewarden to Ballygoran and extension of reservoir at Ballygoran
- Construction of Water Treatment Plant at Srowland, Athy to pump treated water

from the river Barrow to Ardscurr.

- Pumping Station at Ardscurr and Rising main to Old Kilcullen Reservoir
- At present the North East of Kildare is supplied via a 700mm pipe from the Leixlip Water Treatment Plant which crosses under the River Liffey to a pump station on the opposite side of the river. It is proposed to duplicate the river crossing and improve the standby pumping arrangements to provide adequate security of supply to the region and to Intel.
- Wellfields are currently being developed in Rathangan and Monasterevin and this programme will continue with development of wellfields in Robertstown and Johnstownbridge. These wellfields will service west, north and mid Kildare.
- Continue network improvements in:
 - high level areas of South Kildare
 - Athy and Environs
 - Old Kilcullen Reservoir Distribution Area
 - Allen Reservoir Distribution Area
 - North West Kildare
 - Castledermot Regional Scheme

3.3 (C) Environment

3.3.1 Background

Protection and enhancement of the physical environment is of primary importance to the county. The role of the Council in this regard is to protect, enhance and control water, air and noise pollution and to ensure the provision of the highest standards of waste management and drainage facilities.

3.3.2 Goal

To conform with European Union, National and Regional policies in relation to water, air and noise quality and waste management facilities.

3.3.3 Objectives

- (1) To promote environmental protection through education.
- (2) To improve water quality in the county in accordance with current European and National legislation.
- (3) To maintain and improve the air quality of the County through the implementation of the Air Pollution Act 1987 and the monitoring of air quality at selected locations throughout the County in co-operation with the South Western Area Health Board and the Environmental Protection Agency.
- (4) To require that septic tanks and proprietary effluent treatment systems comply in full with the requirements of the Environmental Protection Agency Wastewater Treatment Manuals.

- (5) To ensure that noise levels caused by new and existing developments throughout the county do not exceed normally accepted standards.
- (6) To facilitate the implementation of the Kildare Waste Management Plan 2000 and any subsequent amendments during the period of the plan.

3.3.4 Policy Statement

3.3.4.1 Water Quality

It is the policy of the Council:

- WQ 1 To participate in the implementation of the Water Framework Directive and will assist and co-operate with the lead authorities for the Eastern River Basin District and the South Eastern River Basin District in this regard.
- WQ 2 To ensure the protection and improvement of all drinking water, surface water and ground waters throughout the county by implementing the EU Water Framework Directive, and any other associated legislation.
- WQ 3 To work in co-operation with all organisations and all major stakeholders to ensure a co-ordinated approach to the protection and improvement of the county's water resources.
- WQ 4 To continue its efforts to improve water quality under the Local Government (Water Pollution) Act 1977, as amended and by implementing the measures outlined under the Phosphorus Regulations and Nitrates Directive.
- WQ 5 To implement the River Basin District Management Plans that will emerge from the Eastern River Basin District and South Eastern River Basin District Projects.
- WQ 6 To increase public awareness of water quality issues and the measures required to protect natural water bodies.
- WQ 7 To protect groundwater resources having regard to the County Kildare Groundwater Protection Scheme.

3.4 Waste Management

3.4.1 Integration with the Waste Management Plan

Kildare County Council adopted a Waste Management Plan for the county in 2000 and in light of directions from the Department of Environment, Heritage and Local Government the process of reviewing this Plan will begin in coming months. Section 22 of the Waste Management Act 1996 (as amended by Section 4 of the Waste Management (Amendment) Act 2001) provides the link between a Development Plan under the Planning and Development Act 2000 and the Waste Management Plan. The Waste Management Plan sets out the overall waste management objectives for a period of five years, and includes statistics on waste production and sets specific objectives for infrastructure in County Kildare. The Waste Management Plan

contains specific policies on Waste Prevention, Waste Minimisation, Recovery/Reuse, Recovery/Recycling, Energy Recovery, Disposal, Waste Collection, Animal Slurries, Sludge, Hazardous Waste and Litter Prevention. Kildare County Council's Waste Management Plan is due to be reviewed in 2005.

3.4.2 Authorisation of Waste Facilities

Kildare County Council may not attach such environmental conditions to any planning permission, which may be granted if the facility is under the jurisdiction of the EPA in terms of waste licensing:-

Under Section 54 of the Waste Management Act 1996, as amended by the Planning Act 2000, Kildare County Council may not subject the permission to conditions, which are for the purposes of -

Controlling emissions from the operation of the activity, including the prevention limitation, elimination, abatement or reduction of those emissions, or controlling emissions related to or following the cessation of the operation of the activity 54(3A)

However, section 54(3A) of the Waste Management Act 1996, as amended by Section 257 of the Planning Act 2000 states that-

The local authority may decide to refuse a grant of permission under Section 34 of the Planning & Development Act 2000-2004, where it considers that the development, notwithstanding the licensing of the activity under this part, is unacceptable on environmental grounds, having regard to the proper planning and sustainable development of the area in which the development is situated.

3.4.3 Waste Arisings

Kildare County Council is obliged to collect or arrange for the collection of household waste in its jurisdiction. This waste is currently transferred to Dublin from the Integrated Waste Management Facility at Silliot Hill, Kilcullen for baling prior to disposal at Arthurstown Landfill Site.

3.4.3 Policy Statement

It is the policy of the Council :

WM 1 To have regard to the following in the assessment of planning applications for waste management facilities:

- Waste Management Plan for County Kildare,
- Waste Management Act 1996,
- EU Landfill Directive,

- EPA Landfill Manuals,
- EU Packaging and Packaging Waste Directive, and
- DoEHLG policy statements including 'Changing Our Ways' and 'Preventing and Recycling Waste-Delivering Change.'

- WM 2** To only issue waste permits where applicants have obtained either a certificate of exemption or a valid planning permission.
- WM 3** To ensure the provision of recycling facilities in the form of a kerbside type collection, civic amenity sites and/or bring bank-recycling facilities in each town, village or settlement and at all commercial developments.
- WM 4** To encourage waste prevention, minimisation, reuse, recycling and recovery as methods of managing waste. Where waste management is not being carried out properly, the Waste Management Acts, 1996 to 2001 will be used as a means to ensuring specific national policies and regulations are adhered to.
- WM 5** To encourage recycling facilities (i.e. bottle banks, bring centres etc.) in close proximity to sites of higher density and large-scale residential developments.
- WM 6** To promote and facilitate communities to become involved in environmental awareness activities and community-based recycling initiatives or environmental management initiatives that will lead to local sustainable waste management practices.
- WM 7** To ensure the provision of a residual landfill facility in County Kildare either directly by the Council or in co-operation or partnership with the private sector, subject to the specific requirements of the objectives of the County Kildare Waste Management Plan.

