



CHAPTER 6

Movement and Transport



Aim: *To promote ease of movement within and access to County Kildare, by integrating sustainable land use planning with a high quality, integrated transport system; to support improvements to the road, rail and public transport network, together with cycleway and pedestrian facilities and to provide for the sustainable development of aviation travel within the county in a manner which is consistent with the proper planning and sustainable development of the county.*

6.1 Background

Many of the main transportation corridors linking the Greater Dublin Area (GDA) to the rest of the country pass through County Kildare. Three motorway corridors traverse the county – the M4 runs east-west along the northern boundary of the county, the M7 runs diagonally on a northeast-southwest axis through the centre of the county and the M9 runs south from Naas to Castledermot and onwards to Carlow.

In addition there are four mainline railway passenger services traversing the county, the Sligo, Cork / Limerick, Galway and Waterford lines and two important suburban services linking Kildare to Heuston Station and Maynooth to Connolly Station (Map 6.1).

The 2006 Census shows that 13% of the county's households do not own a car, a further 36% of households have one car, with 41% having two cars and 10% of households with three or more cars. Of the households without a car, there is likely to be a significant reliance on public transport. Dublin Bus / Bus Éireann and the private transportation sector operate a substantial range of services within the county, which forms an essential element of existing transportation arrangements.

The standard / quality of transport infrastructure within the county has improved in recent years, including:

- The provision of public transportation infrastructure and service improvements along the mainline and commuter rail services from Heuston to Kildare and beyond and from Connolly to Maynooth, including the provision of additional capacity, park and ride, feeder bus and cycle facilities at stations;
- Road network improvements at national, regional and local level and new infrastructure provision, including motorway infrastructure on the M4, M7 and M9.

The Council is committed to focusing on the need to underpin the planning process with an integrated approach to sustainable transport. The integration of land use and transportation is necessary to deliver social, economic and environmental sustainability. It will endeavour to ensure that accessibility will improve further and will support and co-operate with agencies and organisations in the achievement of national / regional policies.

6.2 National / Regional Policy Context

A number of policy documents are of relevance to the provision of integrated movement and transport in the county. These are summarised in the following sections.

6.2.1 National Development Plan (NDP), 2007–2013 (2007)

The NDP places a premium on a better quality of life, the elimination of major infrastructural deficits, ensuring that the State's enterprise sectors stay at the leading edge globally and that the natural environment is preserved and enhanced. A radically upgraded and more integrated public transport system in the GDA is also planned where the majority of investment will be consistent with the aims and objectives of "Transport 21".

6.2.2 Transport 21 2006–2015

Transport 21, the capital investment programme for the period 2006–2015 comprises two investment programmes which will benefit County Kildare – a National Programme and a Programme for the GDA. These programmes aim to increase accessibility, ensure sustainability, expand capacity, increase use of public transport, create a high quality, efficient national road and rail network and strengthen national, regional and local public transport services.

One of the key projects delivered to date is the Kildare Rail Project comprising the quadrupling of critical sections of track between Cherry Orchard and Hazelhatch on the Heuston-Kildare line, as well as associated ancillary works such as signalling and station developments. However, the Council is aware of existing constraints along the Kilcock rail line including the proximity of the Royal Canal and its current track capacity which may need to be addressed prior to the delivery of future projects.

Other key projects of relevance to County Kildare include:

- (i) Delivery of a new rail service to Navan on a phased basis, the first phase of which will be a spur from the Connolly – Maynooth line to Dunboyne, with the second phase to extend the service to Navan. Services on the Maynooth line will also be increased;
- (ii) Provision of a Rail Interconnector Tunnel by 2015, to link the southwestern suburban line out of Heuston with the northern line. Associated with the interconnector project, the Northern, Kildare and Maynooth lines will be electrified to cater for DART;
- (iii) Delivery of new DART Services from the City Centre to Hazelhatch, Balbriggan and Maynooth;
- (iv) Joining the two existing LUAS lines together, to provide a cross city link which will then be extended to connect with the Maynooth suburban rail line at Liffey Junction;
- (v) Introduction of a fully integrated, customer friendly, smart card ticketing system in the GDA.

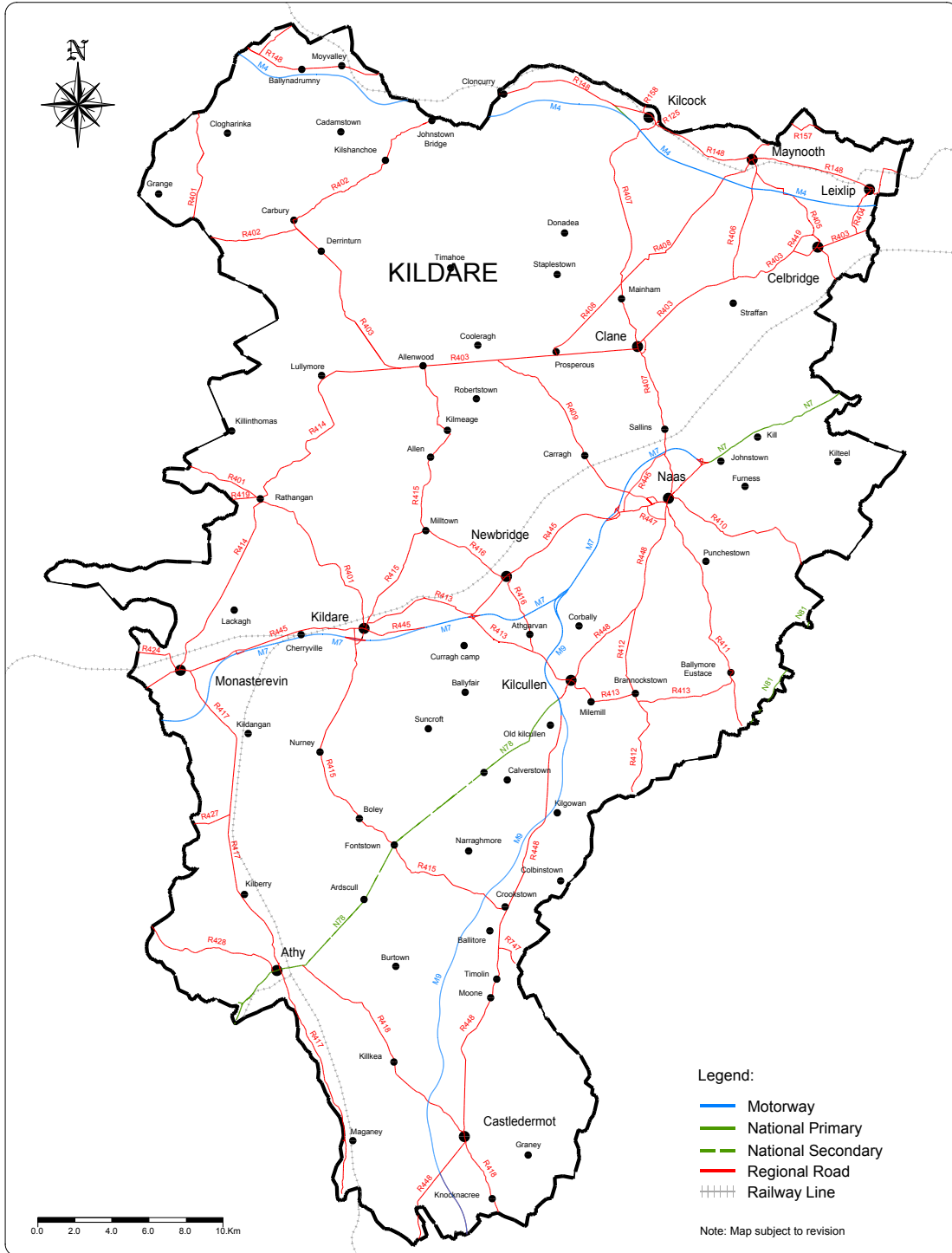
6.2.3 DTO – A Platform for Change 2000–2016

The DTO's transport strategy *A Platform for Change 2000–2016* seeks the development of an efficient and high quality system of public transport connections within the GDA. The Greater Dublin Area Draft Transport Strategy for the period up to 2030 has recently been published. This study is linked to sustainable land use planning and is directed by the economic, social, cultural and environmental needs of the region.

6.2.4 Smarter Travel – A Sustainable Transport Future – A New Transport Policy for Ireland 2009–2020 (Feb 2009)

Smarter Travel, A Sustainable Transport Future, (2009) is the new transport policy for Ireland for the period 2009–2020. It recognises the vital importance of continued investment in transport to ensure an efficient economy and continued social development, but also promotes more sustainable transport modes such as walking, cycling and public transport.

Map 6.1 Road and Rail Network




Kildare County Council
 Planning & Economic
 Development Department
 Áras Chill Dara,
 Naas, Co Kildare.

Road and Rail Network
 County Development Plan
 2011 - 2017

Map Ref.: NTS	Map Ref.: 6.1
Date: 2-May-2011	Drawing No.: 200/09/463
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6.2.5 National Cycle Policy Framework 2009–2020

The National Cycle Policy Framework (as part of *Smarter Travel – A Sustainable Transport Future 2009*) sets out a national policy for cycling, in order to create a stronger cycling culture, a more friendly environment for cycling and improved quality of life. The vision is that all cities, towns and rural areas will be bicycle friendly. The policy document sets a target of 10% of all trips by bicycle by 2020 and places emphasis on promoting and integrating cycle networks.

6.2.6 Green School Initiative

The Green-Schools Initiative is an international environmental education programme and award scheme that promotes and acknowledges long-term, whole-school action for the environment. “Green-Schools in Ireland” is operated and co-ordinated by the Environmental Education Unit of An Taisce in partnership with Local Authorities throughout the country, and supported by the Department of Environment, Heritage and Local Government, the Department of Transport and The National Transport Authority. Details of the scheme can be found at <http://www.greenschoolsireland.org>

6.2.7 Electric Transport Programme (2008)

The Electric Transport Programme 2008, seeks to assist Ireland in meeting EU targets on carbon emissions. The target seeks that 10% of the National Road Transport fleet be electrically powered by 2020. The provision of appropriate battery charging infrastructure in car parks and other suitable locations is a means by which the Council can assist in achieving this objective.

6.2.8 National Transport Authority

The NTA is a statutory body established by the Minister for Transport and is responsible for preparing a strategic transport plan for the integrated development of transport infrastructure and services in the GDA. It is expected that the Authority will set out the framework for the delivery of infrastructure and services in a plan covering a 12 to 20 year period. The Authority also has responsibility for the capital funding of all major public transport infrastructure projects planned for the GDA.

6.2.9 Rural Transport Initiative

Rural Transport Initiatives are supported by the Department of Transport under the Rural Transport Programme and part-financed by the EU through the *National Development Plan 2007–2013*. There are currently two companies offering a rural transport service within the County – South Kildare Community Transport and Offaly Kildare Community Transport Ltd.

6.2.10 Draft Spatial Planning and National Road Guidelines (DoEHLG, 2010)

The DoEHLG has issued the above Draft guidelines, in consultation with representatives from local authorities, the Department of Transport and the National Roads Authority (NRA), to assist road and planning authorities, the NRA and providers of public transport in relation to their involvement in the overall planning process. These guidelines encourage a collaborative approach between planning authorities and the NRA in ensuring that Ireland’s national roads system is planned for and managed in an integrated manner enabling economic development of Ireland while encouraging a shift towards more sustainable travel and transport in accordance with the Government’s overarching transport policy objectives set out in *Smarter Travel: A New Transport Policy for Ireland 2009–2020*.

6.3 Strategy

6.3.1 Road Infrastructure

The improvement, protection and development of the local, regional and national road network, including motorways will continue during the period of this Plan. The Council will strive to ensure that any improvements and developments to the road network either by public or private enterprise will take place in a manner which is consistent with the protection of environmental quality. Roads infrastructure comprises the following:

- The national road network primarily serving long and middle distance traffic originating in or passing through the county. These routes have an important role to play in the economic development of the county.
- Regional 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.
- Distributor roads are defined for the purpose of this Plan as a series of local roads that connect the arterial roads in major towns. These roads are detailed in local area or development plans as appropriate. Where linked to the regional network and, where appropriate, the Council will seek ministerial approval to have these dedicated as regional roads upon completion.
- Local roads are roads serving those areas of the county not served by the national, regional and motorway network.

The Council's strategy seeks to improve the safety, capacity and efficiency of the transportation infrastructure within County Kildare in accordance with national / regional policy. This will involve promoting an integrated approach to the delivery of transportation throughout the county. There is an emphasis on the use of public transport and protecting and developing the principal transportation assets of the county, including strategic road and rail corridors.

6.3.2 Sustainable Travel

The promotion of initiatives that can reduce congestion, improve local environments and encourage healthier and safer lifestyles are key features of sustainable travel. The Council seeks to influence people's travel behaviour towards more sustainable options and seeks to do so by working closely with relevant organisations in improving public transport facilities and promoting opportunities for alternative transportation such as walking and cycling.

The Council recognises the importance of walking to the well being and quality of life of residents. It will support and encourage the continued development of walking as a sustainable form of transportation and will work with organisations and groups in the promotion of safe walking throughout the county, including heritage walks and the protection of public rights of way, which are an important amenity and tourism resource. Future developments should provide for the safe movement of pedestrians.

6.4 Movement and Transport Policy

6.4.1 General Transportation Policy

It is the policy of the Council:

- TP 1: To co-operate with national and regional bodies / agencies to promote and facilitate the implementation of a sustainable transportation strategy for the county and the wider Greater Dublin Area (GDA) as set out in Transport 21 (2006–2015), the Department of Transport's *Smarter Travel – A Sustainable Transport Future 2009–2020*, the Dublin Transportation Office's strategic document *Platform for Change 2000–2016* and the finalised transportation strategy to be published by the NTA.

- TP 2: To support sustainable modes of transport and to integrate land use planning and zoning with the provision and development of high quality transportation systems.
- TP 3: To support the use of available Intelligent Transport Systems (ITS) technology for traffic, public transport and parking management.
- TP 4: To preserve free from development, proposed public transport and road realignment / improvement lines and associated corridors where such development would prejudice the implementation of the National Roads Authority, County Council or public transport providers' plans (e.g. Irish Rail).
- TP 5: To require a Transportation and Mobility Assessment (TMA) for proposed major developments to assess the impacts of the development on the surrounding network (National Roads, Regional Roads etc.) and to provide mitigation measures for any adverse impacts.
- TP 6: To utilise the provisions of Sections 48(2)(c) and 49 of the Planning and Development Act 2000 as amended to generate financial contributions towards the capital costs of providing strategic and local transport infrastructure and facilities, and public infrastructural services and projects.
- TP 7: To provide, extend, maintain and improve existing street lighting on the public road / footpath network throughout the county in accordance with best international practice.
- TP 8: To seek the provision and extension of comprehensive footpath links to town and village centres and schools where deficits exist and promote permeability throughout towns and villages in the county.

6.4.2 National Roads

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 National Roads Authority policy.
- NR 2: To upgrade and improve the national road network in accordance with national transport policy, in co-operation with the National Roads Authority, the Department of Transport and the NTA .
- NR 3: To identify areas at interchanges which may be required for future upgrading and improvement in the medium to long term and when identified to restrict development within these areas and preserve them free of development for those future improvements and upgrades.
- NR 4: To ensure that all new developments in proximity to National Routes provide suitable noise protection measures to protect from traffic noise.
- NR 5: To ensure that all existing and new developments in proximity to national routes are located in such a way as to prevent light from dazzling or distracting road users travelling on the national routes.
- NR 6: To support and facilitate the adequate provision of Motorway Service Stations at appropriate locations in the county and to support alternative services in the absence of National Roads Authority services.
- NR 7: To identify the future needs of the national route network and co-operate in fulfilling these needs with the National Roads Authority.
- NR 8: To improve connectivity between the local road network and the national / regional road network.

NR 9: To co-operate with other agencies in the provision of additional links between the national road network and public transport especially rail and bus transport including strategic park and ride facilities.

NR10: To ensure that the county's national roads system is planned for and managed in an integrated manner enabling sustainable economic development of the county and wider area while encouraging a shift towards more sustainable travel and transport in accordance with the Draft Spatial Planning and National Road Guidelines (DoEHLG, 2010), as may be amended.

6.4.3 Regional Roads

It is the policy of the Council:

- RR 1: To restrict new accesses onto regional roads where the 80km per hour speed limit currently applies, except where safe access can be provided in the exceptional circumstances outlined below:
- 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.
 - Where applicants comply with Policy RH4 (Chapter 4) and cannot provide access onto a nearby county road and therefore need to access a Regional Road. In this instance, applicants will only be permitted to maximise the potential of existing entrances. The onus will be on applicants to demonstrate that there are no other accesses or suitable sites within the landowner's landholding.
 - Where it is proposed to demolish an existing dwelling and replace with a new dwelling, where there is an existing entrance onto the Regional Road.

6.4.4 Distributor Roads

It is the policy of the Council:

DR 1: To limit direct access onto distributor roads to a number of strategically located junctions.

6.4.5 Local Roads

It is the policy of the Council:

LR 1: To improve all county roads to an appropriate standard subject to the availability of resources.

LR 2: To require housing scheme roads to be provided in accordance with:

- *Sustainable Residential Development in Urban Areas (2009)* and accompanying *Best Practice Design Manual (2009)*;
- *Architecture 2009–2015 Towards a Sustainable Future: Delivering Quality within the Built Environment (2009)*;
- *Manual for Streets published by the Department of Transport, and Communities and Local Government (England and Wales) (2007)*

and any new Guidance / Standards from the DoEHLG.

6.4.6 Parking

The management of parking in the county is important to its efficient economic development.

It is the policy of the Council:

PK 1: To manage the provision of on-street parking by encouraging short term business / shopping activity and the needs of residents whilst discouraging long stay on street commuter parking and parking by heavy goods vehicles.

PK 2: To seek to ensure that all new private car parking facilities are provided to an appropriate standard and where appropriate, proximate to the development which it serves.

PK 3: To seek the provision of designated HGV parking areas within appropriate new industrial developments in the vicinity of towns.

PK 4: To review all parking standards, in consultation with relevant stakeholders and the general public during the life of this Plan.

6.5 Movement and Transport Objectives

The objectives of the Council are outlined below.

The Council envisages that the objectives, subject to the availability of finance, will be implemented during the six year plan period.

A number of longer term objectives are also included. Where the opportunity arises, objectives shown as long term may be brought forward at an earlier date.

6.5.1 General Transport

It is an objective of the Council;

- GT 1: To prepare a Road Safety plan in line with the National Road Safety Strategy and in consultation with the Road Safety Authority and relevant stakeholders.
- GT 2: To continue the preparation of Traffic Management Plans for urban areas in the county in conjunction with the NTA, to implement and support the recommendations of these plans and the on-going monitoring and updating of the proposals.
- GT 3: To improve road, street, town and village signage by undertaking a survey to assess the proliferation, gaps and quality of signage and to develop a policy for the future provision of signage within the county.
- GT 4: To prepare parking strategies and investigate the appropriate locations for vehicular, bicycle and park and ride facilities within the county. The Council will seek to provide these facilities either on its own or in co-operation with others. The locations of such facilities can be identified where appropriate through the Local Area Plan process or any planning processes / mechanisms.
- GT 5: To provide distributor / relief roads linking the arterial routes in all major towns.
- GT 6: To seek, where appropriate, Ministerial approval to have new distributor roads dedicated as regional roads where linked to the regional network.
- GT 7: To prepare an integrated transportation strategy for Kildare, based on sustainability and better use of resources, in consultation with the NTA (MSTACK – Movement, Sustainable Transport and Accessibility in County Kildare).
- GT 8: To ensure all new developments are accessible to sustainable modes of transportation.
- GT 9: To identify car parks and other suitable locations for the provision of appropriate battery charging infrastructure for electrically powered cars / vehicles as a means by which the Council can assist in achieving a reduction in carbon emissions within the county.
- GT 10: To require all proposed developments to provide appropriate turning areas for emergency and service vehicles.
- GT 11: To support the enactment of parking by-laws for the sustainable management of parking facilities within the county.
- GT 12: To support a freight strategy in County Kildare following preparation of the NTA Strategy for the Greater Dublin Area.
- GT 13: To facilitate the provision of bus parking in towns such parking facilities would improve access to tourism and heritage facilities. The quantity and appropriate location of bus parking bays shall be determined on a case by case basis.

6.5.2 Sustainable Travel

It is an objective of the Council:

- ST 1: To encourage public transport use throughout the county, including rural areas.
- ST 2: To encourage and facilitate safe walking and cycling routes as a valuable form of transport, as a healthy recreational activity and an alternative to the car.
- ST 3: To co-operate with the NTA, the Quality Bus Network Office and other appropriate transportation bodies in the implementation of Quality Bus Networks in County Kildare.
- ST 4: To co-operate with the Department of Transport, the NTA, Íarnród Éireann and other relevant authorities to secure the improvement and further development of the public transport system, including railway stations in the county.
- ST 5: To provide for safer routes to schools within the county and to encourage walking and cycling as suitable modes of transport as part of the Green School Initiative Programme and other local traffic management improvements.
- ST 6: To examine existing public transport links within the County with a view to promoting and facilitating improvements where feasible.
- ST 7: To assist and encourage the development and expansion of rural transport initiatives, in conjunction with other statutory and development agencies.
- ST 8: To support and encourage the continued development of walking routes throughout the county and to co-operate with relevant organisations and bodies, including walking groups and local communities in the achievement of this objective.
- ST 9: To require that all new developments make adequate provision for the safe movement of pedestrians.
- ST 10: To provide secure cycle parking facilities in towns and at all public service destinations.
- ST 11: To support the electrification and upgrading, including twin tracking of the Maynooth and four tracking of the Kildare rail lines.
- ST 12: To support the delivery of a new railway station at Collinstown as envisaged in the Collinstown Local Area Plan 2010.
- ST 13: To promote and secure the development of a network of safe cycle routes and footpaths, reserved exclusively for pedestrians and cyclists, on new and existing roads.
- ST 14: To investigate the role and use of lower speed limits in towns and villages to improve safety for pedestrians and cyclists.
- ST 15: To consider where appropriate, the use of inset bus stops in certain locations throughout the county.
- ST 16: To continue to maintain and expand the footpath and pedestrian route network in the county to provide for accessibility for pedestrians in accordance with the aims of the European Charter of Pedestrians' Rights (1988).
- ST 17: To facilitate the construction of cycleways throughout the county and to integrate these cycleways with the DTO cycling policy for the GDA (September 2006) as may be amended.

6.5.3 Roads Programme

The roads programme for the County will be implemented by the Council. 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. The Council may, at its discretion, introduce roads objectives other than those listed in Table 6.1.

It is an objective of the Council:

- RP 1: To proceed with development of the third lane in each direction along the M7 / N7 including improvement of interchanges as the need arises.
- RP 2: To facilitate provision of an additional interchange along the M7 Naas by-pass serving access to Millennium Park.
- RP 3: To identify an area for the future upgrade and improvement of the M7 Newhall Interchange (Junction 10) and preserve that area free from development.
- RP 4: To examine the feasibility of the provision of a connection between the M7 and the east side of Newbridge.
- RP 5: To improve safety and capacity at the M7 Monasterevin Interchange (Junction 14) by providing an upgrade of the interchange.
- RP 6: To provide for “all vehicle movements” at the M7 (Junction 11) / M9 (Junction 1) Interchange.
- RP 7: To preserve the N7 Johnstown Interchange (Junction 8) area free from development for the provision of future access to Naas.
- RP 8: To improve safety and capacity at the M4 Maynooth Interchange (Junction 7) and to investigate the provision of a future connection to the M4, west of Maynooth.
- RP 9: To build the Athy Southern Distributor Road. This road will be linked to the M9 link road.
- RP 10: To identify a route for the Athy Northern Distributor Road and preserve the route free from development.
- RP 11: To upgrade the section of the N81 National Secondary road (Tallaght/Baltinglass) that is contained in County Kildare.
- RP 12: To co-operate with adjoining authorities and other public authorities regarding new and / or improved road infrastructure.
- RP 13: To co-operate with adjoining authorities and other public authorities regarding new and/or improved road infrastructure at towns bordering the county boundary including Blessington, Kilcock, Maynooth and Leixlip.
- RP 14: To identify and provide a by-pass of Johnstownbridge and Kilshanchoe.
- RP 15: To co-operate with the NRA and other local authorities to provide the Leinster Outer Orbital Route (linking Drogheda, Navan, Trim and Naas) proposed in the *Regional Planning Guidelines for the Greater Dublin Area* and to protect zones along the key radial routes from Dublin where junctions with the proposed Leinster Orbital Route may be constructed in accordance with the NRA Corridor Protection Study and once a route corridor has been identified to preserve this corridor free from development.
- RP 16: To improve and re-align where necessary the Regional roads set out in Table 6.1





6.5.4 Longer Term Objectives

It is an objective of the Council:

- LT 1: To investigate and consider suitable locations for the provision of an inland port in the county.
- LT 2: To carry out a survey of the existing rail transportation infrastructure in the county including associated railway bridges, in preparation for the electrification of suburban rail under the DART Underground Project, scheduled to be completed in 2015.
- LT 3: To develop a public transport hub near Naas which will connect road, rail transport and public bus transport.
- LT 4: To investigate, in co-operation with Iarnród Éireann, the provision of new railway stations in the county and the upgrading / relocation of existing stations, to rectify existing constraints in the network.

Table 6.1 Regional Roads Identified for Improvement

Road No.	Location
R125	Kilcock to county boundary
R157	Junction with R148 at Maynooth to county boundary
R148	County boundary at Leixlip to county boundary at Cloncurry via Maynooth and Kilcock
R148	County boundary at Kilmurry to county boundary at Clonard
R149	Leixlip to county boundary
R158	Allen Bridge Kilcock to county boundary
R160	Ballynadrummy to county boundary
R401	Junction with R413 at the Curragh to county boundary at Ballinure via Rathangan
R401	County boundary at Boyne Bridge to county boundary at Ballyboggan
R402	County boundary at Kishawanny to county boundary at Johnstown Bridge
R403	County boundary at Backweston to Clane via Celbridge
R403	Clane to junction with R402 via Prosperous, Allenwood & Derrinturn
R404	Leixlip to Celbridge
R405	Maynooth to county boundary at Hazelhatch via Celbridge
R406	Maynooth to Barberstown
R407	Kilcock to Naas Ring Road via Clane Inner Relief Road
R408	Prosperous to Maynooth
R409	Naas Ring Road to junction of R403 at Blackwood
R410	Naas Ring Road to county boundary via Eadestown
R411	Naas Ring Road to county boundary via Ballymore
R412	Junction with the R448 at Sidegate to County boundary at Tober Lower via Brannockstown
R413	Ballymore to Brannockstown
R413	Brannockstown to Ballymany via Kilcullen
R413	Ballymany to Kildare
R414	Monasterevin to junction with R403 at Allenwood via Rathangan
R415	Allenwood to Kildare via Kilmeage
R415	Kildare to junction with N78 at Crookstown
R416	Junction with R413 at Kinneagh to Newbridge
R416	Newbridge to junction with the R415 at Milltown
R417	Monasterevin to county boundary at Newacre via Athy
R418	Athy to county boundary at Newtown via Castledermot
R419	Rathangan to county boundary
R424	Monasterevin to county boundary
R427	Junction with R417 at Cloney to county boundary
R428	Athy to county boundary at Blackford
R445	Naas to county boundary at Killinure via Newbridge, Kildare & Monasterevin
R447	Junction with R445 to Junction with R410
R448	Naas to Kilcullen and junction with M9
R449	Junction with R148 at Intel to junction with R405 at Celbridge
R747	Ballitore to county boundary
R413	Ballymore to Brannockstown

6.6 Aviation

6.6.1 Background

This section of the Plan sets out the general restrictions on development in the vicinity of aerodromes within or adjoining County Kildare. It is a responsibility of the Irish Aviation Authority (IAA), when notified, to evaluate planning applications which might affect the safe and efficient navigation of aircraft and to advise the Council of potential hazards to air navigation.

6.6.2 Terms and Definitions

The safeguarding requirements in the vicinity of civil aerodromes are principally set out as *International Standards and Recommended Practices* within “Annex 14 to the Convention on International Civil Aviation” which is published by the International Civil Aviation Organisation (ICAO). This provides dimensions and basic criteria needed for the preparation of safeguarding maps for all civil aerodromes, with dimensions and criteria varying in relation to the size, shape and usage of different aerodromes. The locations of Kilrush, Weston and Casement Aerodromes are outlined on Map 6.2.

Airport/Aircraft Noise

Airport-generated noise may affect areas around and in line with its runways.

Reference Codes

For Obstacle Limitation purposes Code 1, Code 2, Code 3 or Code 4 refer broadly to the length(s) of runway(s) at an airport or aerodrome.

(“Aerodrome” and “airport” have the same meaning in the above context).

Department of Defence

Casement Aerodrome (being a military aerodrome) does not fall under the control of the Irish Aviation Authority (IAA). However, ICAO Standards and Recommended Practices are generally applied as policy by the Department of Defence at Casement Aerodrome.

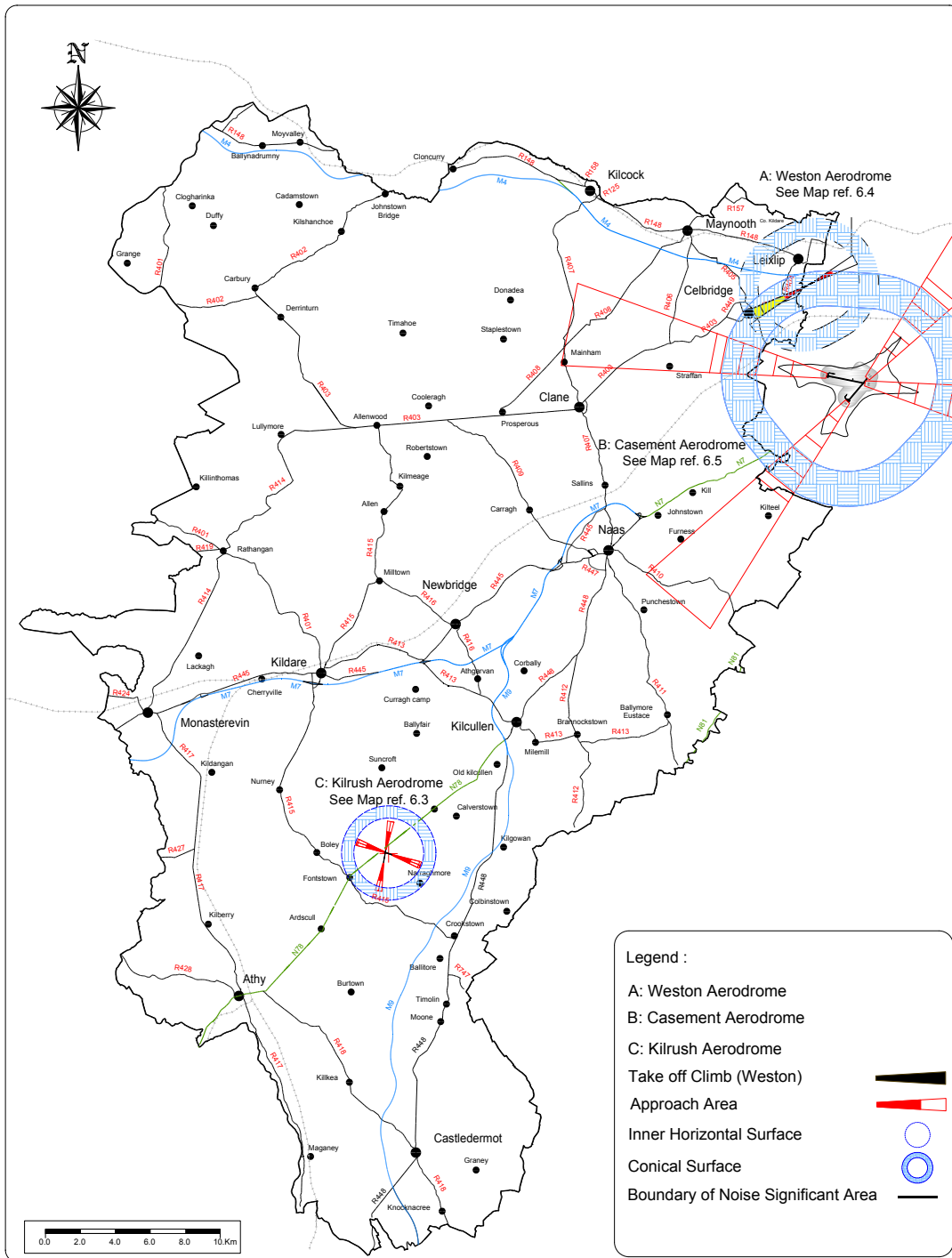
Stopway

A Stopway is a physical paving which increases the “Accelerate-stop distance available” [ASDA];

Clearway

A Clearway (which can be of different/greater length than a Stopway) is not a physical item but is a wide clear airspace which increases the “take-off distance available” [TODA].

Map 6.2 Aerodrome Context Map




Kildare County Council
 Planning & Economic
 Development Department
 Áras Chill Dara,
 Naas, Co Kildare.

Aerodrome Context Map
 County Development Plan
 2011 - 2017

Map Ref.: N.T.S.	Map Ref.: 6.2
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6.6.3 Kilrush Aerodrome (Map 6.3)

Location and Description

Kilrush Aerodrome is the only licensed aerodrome wholly located in County Kildare. It is located beside the N78 road, between Kilcullen and Athy.

6.6.3.1 Policy

It is the policy of the Council:

KA 1: That any further development within a 2.7km radius of Kilrush Aerodrome will be governed by limitations as set down by the ICAO in Annex 14, this includes both Inner Horizontal Surface (2Km) and Conical Surface (plus 0.7Km). The planning authority will consult with the Irish Aviation Authority on development within this area.

6.6.4 Weston Aerodrome (Map 6.4)

Location and Description

Weston Aerodrome is located to the south of Leixlip, on lands either side of the boundary between Kildare County Council and South Dublin County Council. The majority of the Aerodrome, runway and associated infrastructure is located on lands within the South Dublin County Council area.

6.6.4.1 Policy

It is the policy of the Council:

- WA 1: To prevent encroachment of development around Weston Aerodrome which may interfere with its safe operation.
- WA 2: To have regard to the advice of the statutory bodies responsible for the control and safety of operations at Weston Aerodrome, in the context of the proper planning and sustainable development of the area and the protection of amenities.

WA 3: To refer any major application for development within 3.6km of Weston Aerodrome to the Irish Aviation Authority.

6.6.5 Casement Aerodrome (Map 6.5)

Location and Description

Casement Aerodrome is located wholly within South Dublin County, at about 2.5 kilometres from the nearest point on the county boundary with Kildare. It is the principal State military aerodrome, with substantial fixed-wing training and helicopter operations.

Safeguarding

It is the general policy of the Department of Defence that the ICAO civil aviation standards and recommended practices be adopted in relation to Casement Aerodrome. In several areas in Kildare the land lies above various Obstacle Limitation Surfaces generated from Casement Aerodrome.

The following should be noted:

- a) The safeguarding in relation to the Code 4 and Code 3 runways at Casement Aerodrome restricts development (to a very significant extent in certain areas) on the approach to its subsidiary runway 05, for a distance of up to 15km from that runway, of which more than 10km on the approach lies above County Kildare (reaching to the outskirts of Naas).
- b) The village of Killeel and its immediate surroundings lie above an approach surface to Casement Aerodrome. Development in this area (and in all areas above 236.6m elevation) will be monitored and restricted (including any masts or aerals).
- c) Lyons Hill in Kildare is affected by the obstacle limitation surfaces of Casement Aerodrome.
- d) The western approach to the main runway at Casement lies directly to the south of Celbridge. Development of normal height is unlikely to be problematic in that location.



6.6.5.1 Policy

It is the policy of the Council:

CA 1: To refer significant / major new development within approximately 6km of Casement Aerodrome) or at Killeel, to the Department of Defence.

6.7 Aviation Policy – General

It is the policy of the Council:

GA 1: To consult with the Irish Aviation Authority on all applications for development that exceed 45 metres in height, or where it is considered appropriate.

GA 2: To ensure that development in the vicinity of aerodromes does not involve processes that produce atmospheric obscuration or attract bird concentrations, which might interfere with aircraft operations.

Proposed landfill sites within a radius of 8km of the centreline of any runway are not generally considered acceptable. Any proposed landfill sites within a radius of 13km from any runway centreline should be notified to the Irish Aviation Authority.

Criteria for the Protection of Radio Facilities and Radio Nav aids from Interference.

GA 3: (i) That industrial processes which involve radio frequency energy, for example induction furnaces, radio frequency heating, radio frequency welding, transmission masts, etc should not cause interference to radio nav aids.

(ii) That ESB or Eircom overhead lines near or serving the Aerodrome or Navaid sites should be buried underground for a minimum distance of 100 metres, from the edge of the runway strip or from the radio installations NDB/DME facility, VHF Communications Antennae etc. at the aerodrome, whichever is the greater. Overhead lines beyond 100 metres should approach from a direction broadly perpendicular to the runway centre line and be referred to the Irish Aviation Authority.

GA 4: To have regard to the International Standards and Recommended Practices as contained in Annex 14 to the *Convention on International Civil Aviation* published by the International Civil Aviation Organisation.

GA 5: To seek information (including aircraft movement logs) detailing (a) the number of aircraft movements and (b) the type and capacity of aircraft using an aerodrome, in order to allow a full assessment of any significant impact that may arise in relation to a new aerodrome or to an increase or change of use of an existing aerodrome in the interests of public safety.

- GA 6: To restrict the development of buildings, overhead lines or structures in the Inner Approach Areas of aerodromes.
- GA 7: To consider, in conjunction with relevant agencies and bodies, the introduction of Public Safety Zones¹⁸ in the vicinity of aerodromes within or affecting Kildare by way of variation of this development plan.

6.8 Aviation Objectives

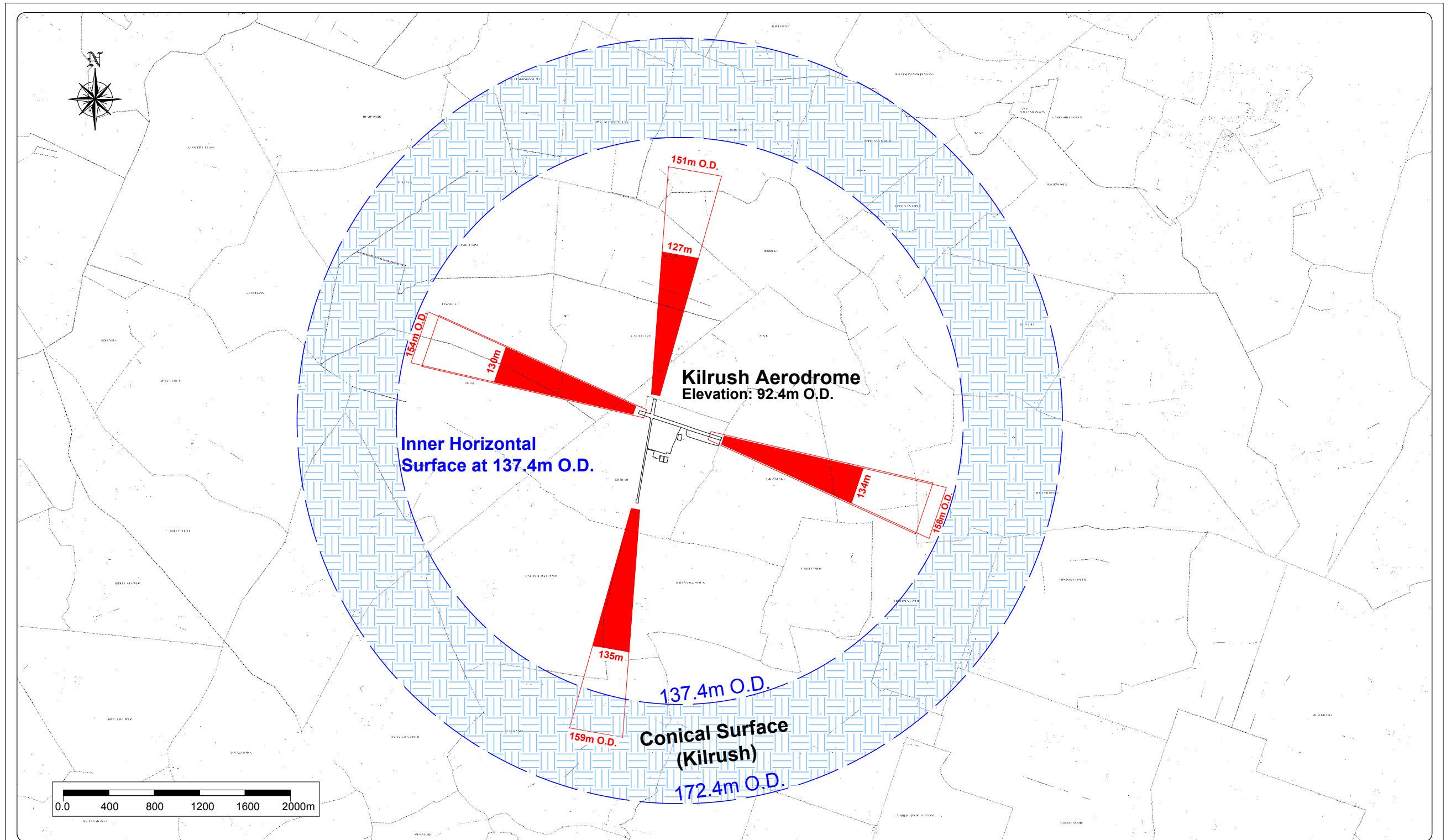

It is an objective of the Council:

- AO 1: To investigate the feasibility of providing an airport in the County, having regard to evolving Government policy relating to the development of an additional airport in the Region.

A number of issues shall be considered, including:

- adequacy of public transport services,
- adequacy of road infrastructure,
- the Aerodrome Reference Code to which such a facility will operate,
- extent of flight movements,
- noise pollution,
- protection of residential amenity
- protection of natural and built heritage
- protection of the bloodstock industry




¹⁸ Note: Public Safety Zones in the vicinity of aerodromes are areas in which development, or certain types of development, may be restricted to provide added safety for persons on the ground. The adoption of Public Safety Zones (in which development is restricted) can have the collateral/added benefit of restricting development in those areas where higher levels of aircraft noise occur. Public Safety Zones (PSZs) are areas to take into account in the preparation of emergency and crash plans in the vicinity of aerodromes. It is important to note that PSZs are not in any way a substitute for the 'Annex 14' requirements.

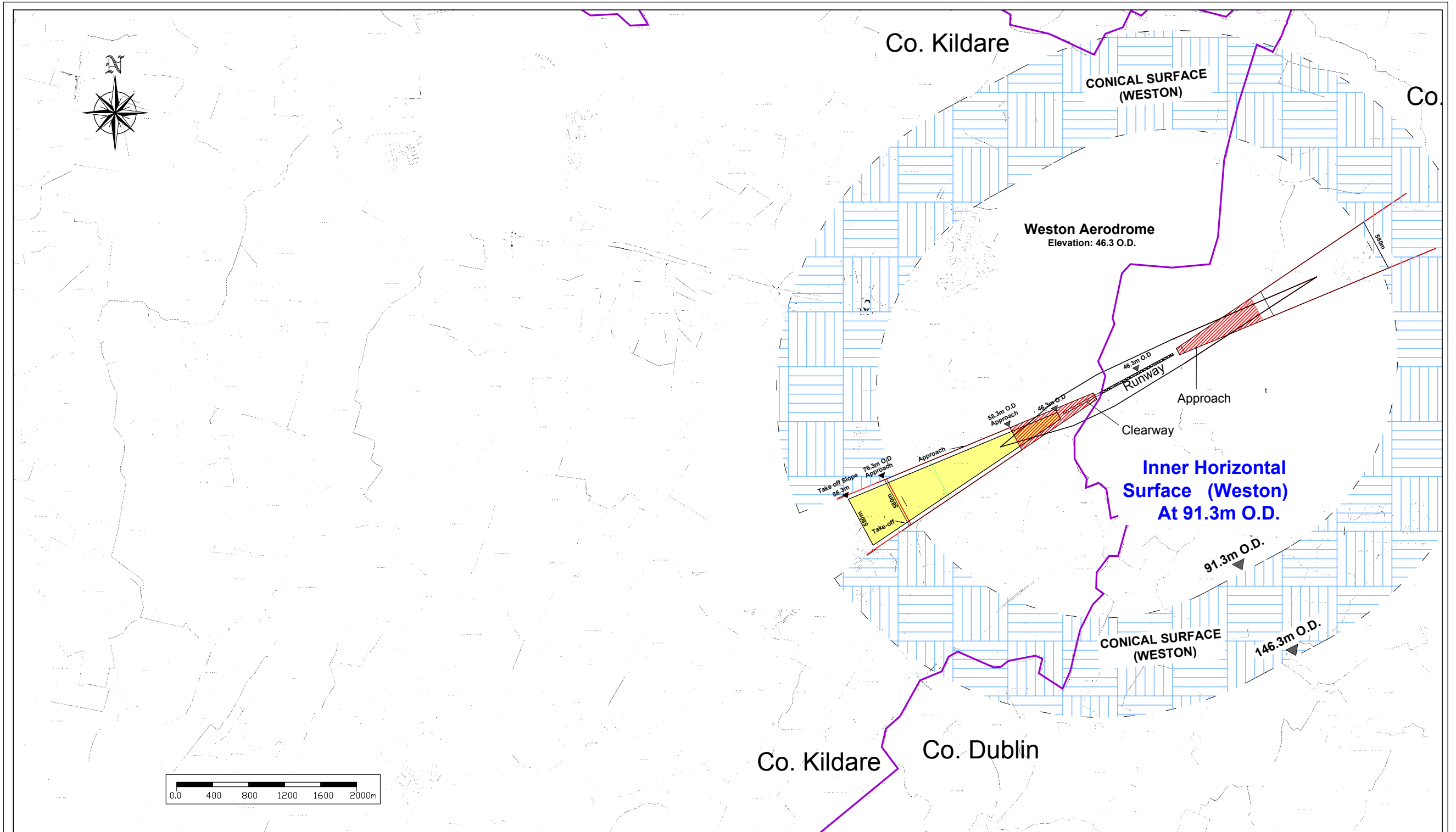
Kildare County Council
 Planning & Economic
 Development Department
 Áras Chill Dara, Naas,
 Co Kildare.

Kilrush Aerodrome
 County Development Plan
 2011 - 2017

Legend:

- Approach Area 
- Inner Horizontal Surface 
- Conical Surface 

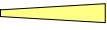




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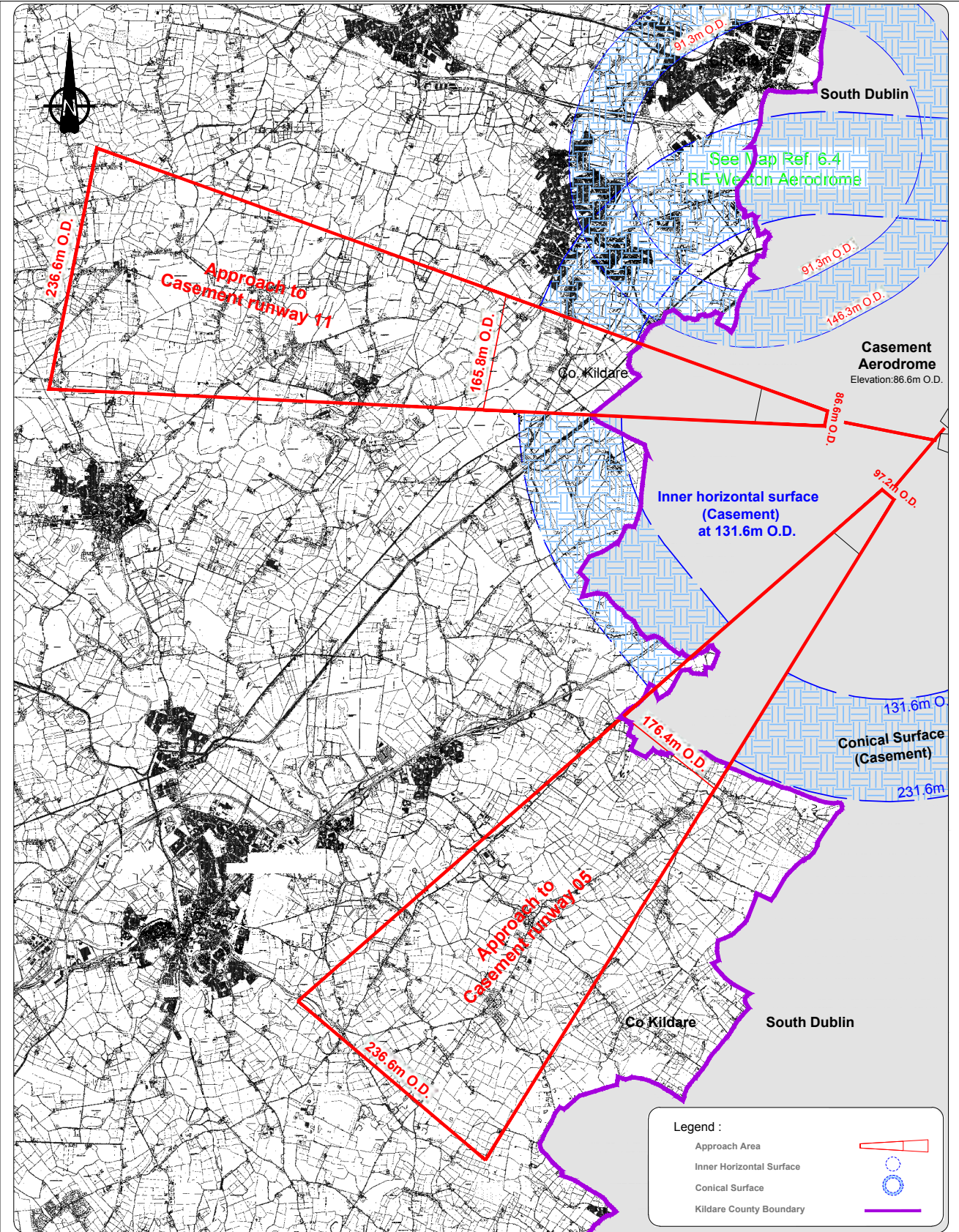

Kildare County Council
 Planning & Economic
 Development Department
 Áras Chill Dara, Naas,
 Co Kildare.

Weston Aerodrome
 County Development Plan
 2011 - 2017

Legend :

- Take Off Climb 
- Approach Area 
- Inner Horizontal Surface 
- Conical Surface 
- Kildare County Boundary 

Scale: N.T.S.	Map Ref.: 6.4
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 Co Kildare.

Casement Aerodrome
 County Development Plan
 2011 - 2017

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