



Celbridge Development Plan 2002

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Planning Department, Kildare County Council, St Mary's, Naas, Co. Kildare



TABLE OF CONTENTS

SECTION 1 - INTRODUCTION

- 1.1 STATUTORY REQUIREMENTS
- 1.2 PLAN AIMS
- 1.3 GOALS OF THE PLAN
- 1.4 FINANCE AND IMPLEMENTATION
- 1.5 REGIONAL CONTEXT
- 1.6 HISTORICAL CONTEXT
- 1.7 LOCATION
- 1.8 HISTORICAL CONTEXT
- 1.9 TOWN FUNCTION AND ROLE
- 1.10 CASTLETOWN AND DONAGHCUMPER AREA

SECTION 2 - SURVEY, ANALYSIS AND POLICY STATEMENTS

2.1 POPULATION

- 2.1.1 INTRODUCTION AND REVIEW
- 2.1.2 POPULATION STRUCTURE
- 2.1.3 POPULATION PROJECTIONS
- 2.1.4 POLICY WITH REGARD TO POPULATION

2.2 EMPLOYMENT AND WORKFORCE

- 2.2.1 INTRODUCTION AND REVIEW
- 2.2.2 UNEMPLOYMENT
- 2.2.3 EMPLOYMENT AND WORKFORCE POLICY

2.3 TRANSPORT AND TRAFFIC

- 2.3.1 INTRODUCTION AND REVIEW
- 2.3.2 EXISTING TRAFFIC SITUATION AND PROPOSED IMPROVEMENTS
- 2.3.3 CAR PARKING
- 2.3.4 WALKING AND CYCLING
- 2.3.5 BUS SERVICE
- 2.3.6 RAIL SERVICE
- 2.3.7 TRANSPORT AND TRAFFIC POLICY

2.4 UTILITY SERVICES

2.4.1 SEWERAGE SERVICES

2.4.2 WATER SUPPLY

2.4.3 WASTE DISPOSAL

2.4.4 TELECOMMUNICATIONS

2.4.5 ELECTRICITY

2.4.6 GAS

2.4.7 FIRE SERVICE

2.4.8 UTILITY SERVICES POLICY

2.5 HOUSING

2.5.1 INTRODUCTION AND REVIEW

2.5.2 FUTURE HOUSING DEMAND

2.5.3 TRAVELLERS SETTLEMENTS

2.5.4 RESIDENTIAL DENSITIES

2.5.5 POLICY WITH REGARD TO HOUSING

2.6 EDUCATION AND COMMUNITY FACILITIES

2.6.1 INTRODUCTION AND REVIEW

2.6.2 CRECHE AND PLAYGROUP AND OTHER CHILDCARE FACILITIES

2.6.3 PRIMARY EDUCATION

2.6.4 POST PRIMARY EDUCATION

2.6.5 CHURCH FACILITIES

2.6.6 LIBRARY FACILITIES

2.6.7 HEALTH CENTRE FACILITIES

2.6.8 SAINT RAPHAEL'S

2.6.9 EDUCATION AND COMMUNITY FACILITIES POLICY

2.7 RETAIL / COMMERCIAL / TOWN CENTRE

2.7.1 RETAIL

2.7.2 OFFICES

2.7.3 TOWN CENTRE

2.7.4 RETAIL / COMMERCIAL / TOWN CENTRE POLICY

2.8 URBAN AND VILLAGE RENEWAL

2.8.1 INTRODUCTION AND REVIEW

2.8.2 POLICY WITH REGARD TO VILLAGE RENEWAL

2.9 OPEN SPACE AND AMENITY

2.9.1 OPEN SPACE

2.9.2 RIVER LIFFEY

2.9.3 SPORTS FACILITIES

2.9.4 OPEN SPACE AND AMENITY POLICY

2.10 TOURISM

2.10.1 INTRODUCTION AND REVIEW

2.10.2 POLICY WITH REGARD TO TOURISM

2.11 CONSERVATION OF THE BUILT ENVIRONMENT

2.11.1 INTRODUCTION AND REVIEW

2.11.2 POLICY WITH REGARD TO THE BUILT ENVIRONMENT

2.12 POLLUTION

SECTION 3 - OBJECTIVES

3.1 INTRODUCTION

3.2 RESIDENTIAL OBJECTIVES

3.3 RETAIL / COMMERCIAL OBJECTIVES

3.4 COMMUNITY / EDUCATION OBJECTIVES

3.5 INDUSTRY / WAREHOUSING OBJECTIVES

3.6 OBSOLETE AREAS AND RENEWAL

3.7 AMENITY / RECREATION OBJECTIVES

3.8 UTILITY SERVICES - SANITARY SERVICES

3.9 UTILITY SERVICES - WATER

3.10 TRAFFIC AND TRANSPORTATION OBJECTIVES

3.11 TOWN CENTRE OBJECTIVES

3.12 AGRICULTURAL OBJECTIVES

3.13 CONSERVATION OF THE BUILT ENVIRONMENT

3.14 ACTION AREA PLAN/LOCAL AREA PLAN

3.15 LAND USE ZONING OBJECTIVES

SECTION 4 - DEVELOPMENT CONTROL STANDARDS AND GUIDELINES

- 4.1 INTRODUCTION AND REVIEW
- 4.2 ZONING
- 4.3 SITE COVERAGE AND PLOT RATIO
- 4.4 RESIDENTIAL DESIGN STANDARDS
 - 4.4.1 RESIDENTIAL DENSITIES
 - 4.4.2 DESIGN OF LAYOUTS
 - 4.4.3 ROAD LAYOUTS
 - 4.4.4 CAR PARKING IN RESIDENTIAL AREAS
 - 4.4.5 SUBSTANDARD DEVELOPMENT
 - 4.4.6 PEDESTRIAN AND CYCLE ACCESS
 - 4.4.7 PRIVATE OPEN SPACE
 - 4.4.8 PUBLIC OPEN SPACE
 - 4.4.9 APARTMENTS
 - 4.4.10 INFILL DEVELOPMENT
 - 4.4.11 STREET LIGHTING
 - 4.4.12 ROAD NAMES
 - 4.4.13 STANDARDS OF CONSTRUCTION
 - 4.4.14 SERVICES
 - 4.4.15 GREEN AREAS
 - 4.4.16 DESIGN OF HOUSING ESTATES
- 4.5 INDUSTRIAL AND COMMERCIAL DEVELOPMENT
- 4.6 RETAIL DEVELOPMENT
- 4.7 INFILL DEVELOPMENT
- 4.8 PARKING
 - 4.8.1 PARKING FOR DISABLED
 - 4.8.2 BICYCLE PARKING
- 4.9 BUILDING LINES
- 4.10 BUILDING HEIGHT CONTROL
- 4.11 PETROL FILING STATIONS
- 4.12 HEAVY VEHICLE PARKING IN RESIDENTIAL AREAS
- 4.13 SHOPPING CENTRES - DESIGN CONSIDERATIONS
- 4.14 CARE FOR PEOPLE WITH DISABILITIES
- 4.15 TOURIST CARAVAN PARKS
- 4.16 GAMING AND AMUSEMENT ARCADES

- 4.17 ENVIRONMENTAL IMPACT ASSESSMENT
- 4.18 ADVERTISING AND SHOP FRONT DESIGN STANDARDS
- 4.19 AGRICULTURAL DEVELOPMENT
- 4.20 BONDING TO SECURE COMPLETION OF DEVELOPMENT
- 4.21 CONTRIBUTIONS

LIST OF TABLES

- 2.1.1 POPULATION OF CELBRIDGE
- 2.1.2 POPULATION OF CELBRIDGE RURAL DISTRICT
- 2.1.3 AGE STRUCTURE
- 2.2.1 EMPLOYMENT BREAKDOWN BY SECTOR 1991 & 1996
- 2.5.1 No.'s AND TYPES OF HOUSEHOLDS IN CELBRIDGE 1991 & 1996
- 2.6.1 NUMBERS IN PRIMARY EDUCATION
- 2.6.2 NUMBERS IN POST PRIMARY EDUCATION
- 2.9.1 SPORTS FACILITIES IN CELBRIDGE
- 3.1 ITEMS OF ARCHITECTURAL, ARTISTIC OR HISTORICAL INTEREST
- 3.2 LAND USE MATRIX
- 4.1 INDICATIVE RESIDENTIAL DENSITIES
- 4.2 CAR PARKING STANDARDS
- 4.3 BICYCLE PARKING STANDARDS

SECTION 1 - INTRODUCTION

1.1 STATUTORY REQUIREMENTS

In accordance with Section 20 of the Local Government (Planning and Development) Act 1963, as amended by Section 43 (1) (C) of the Local Government (Planning and Development) Act, 1976, this plan has been made by Kildare County Council to replace the 1985 development plan for the scheduled town of Celbridge. This plan shall be taken as five years from the date of its adoption or until it is reviewed or another plan is made.

Celbridge is a scheduled town as defined in the Local Government (Planning and Development) Act 1963. A town boundary was adopted by the County Council for Celbridge in 1965. Celbridge has developed beyond the boundary since then and it was decided in this development plan to zone additional land and to designate development boundaries beyond the original 1965 boundary in order to facilitate the orderly development of the town.

The area to which this new town plan relates is shown on attached maps. The Development plan for Celbridge consists of this written statement, two maps of the town at a scale of 1:5000 and two maps of the central area at scale 1:2500.

1.2 PLAN AIMS

The basic aim of the plan is:

To set a framework for the physical development of Celbridge so that development can take place in an orderly manner while at the same time facilitating the provision of infrastructure and community facilities and conserving the intrinsic character of the town.

The plan therefore:

(a) Sets out planning policies which are intended to guide the provision of land for all purposes, including housing, commercial, educational, employment and recreation.

(b) Lists development objectives which the planning authority wish to achieve within the period of the plan.

(c) Lists development control standards to ensure a high standard of design, layout, and function for all development of which planning permission is necessary under the Planning Acts and Regulations, to conserve what is good in the existing built environment, and to protect the amenities of the town.

1.3 GOALS OF THE PLAN

1. Identify, categories and quantify (where possible) development demands and pressures that will arise in Celbridge over the next five years.
2. Facilitate orderly and economic development in the light of such demands and to ensure the necessary public utilities and services are available in the future to satisfy the needs of the town and its community.
3. Provide specific guidance for control of development.
4. Inform the public of the likely extent, pattern and form of development.
5. Co-ordinate the development activities of both public and private sector developers.
6. Protect, conserve and enhance the environmental qualities of the town.
7. Secure a safe and comprehensive road system capable of satisfying the requirements of both motor traffic and pedestrians in the town and to provide for adequate car parking facilities in the town.
8. Ensure sufficient and suitably located land is allocated to satisfy the future growth of the town and the needs of the different functions within the town while at the same time acknowledging the need to protect the distinctive heritage character of Celbridge and to maintain the separate identities of the town and of Leixlip and Maynooth.
9. Rationalise existing land use to create a coherent and realistic land use structure for the future.

10. Protect agriculture, demesne, amenity and residential lands from encroachment by higher value uses and incompatible types of development where not specifically envisaged by this plan.

1.4 FINANCE AND IMPLEMENTATION

The planning authority is under a general obligation to take such steps as may be necessary to secure the objectives set out in this development plan. To achieve this aim, the Council will seek to secure the necessary finance from central government and through partnership with private enterprise and other public bodies. Grant aid and / or tax relief will also be sought under E.U. and government programmes to secure restoration of buildings (especially heritage buildings) and the renewal of the town centre and the preservation of the streetscape.

The county council will use all legal powers available so as to achieve the development objectives and will utilise its expertise in advice and guidance to developers in order to implement the objectives as detailed in this plan.

1.5 REGIONAL CONTEXT

Celbridge is located within the Mid-East Region and was identified in the Strategic Planning Guidelines for the Greater Dublin Area as being within the Dublin Metropolitan Area. The town was identified as being an appropriate centre for 'limited further development,.....focused on accessibility to the public transport network, especially rail.' The April 2000 review of the Strategic Planning Guidelines conceded that population growth would be even higher than initially estimated and that it will be necessary in due course for the additional population growth to be apportioned within the region. The town is located within the area covered by the Dublin Transportation Initiative and consequently benefits from the activities of the Dublin Transportation Office.

Celbridge was identified in the 1999 Kildare County Development Plan as being a Primary Growth Centre.

1.6 SUSTAINABLE DEVELOPMENT

The principles of sustainable development, as set out in the document "Sustainable Development – A Strategy for Ireland", published in 1997 have been adopted by the Government. Kildare County Council, through the Celbridge Development Plan seeks to

support this strategy. The Council will seek to integrate its land-use planning with strategic economic, social and transportation planning.

The Council supports Local Agenda 21 and will endeavour to implement the initiative through appropriate actions. The Council will work in partnership with local communities in resource management, conservation of the environment and waste reduction.

1.7 LOCATION

Celbridge is located in north county Kildare approximately 12 miles from Dublin. The town is situated on the River Liffey, at the junction of a number of roads - R403 and R405. These regional roads and the town's Main Street meet at the bridge over the Liffey and are joined there by two County Roads - the Newtown Road and Hazelhatch road. The town itself is within the sphere of influence of the city, and like the other towns of North Kildare (i.e. Leixlip, Maynooth and Kilcock), has expanded significantly over the last three decades.

1.8 HISTORICAL CONTEXT

The town of Celbridge has Early Christian origins but later became an Anglo-Norman borough. The town developed quite rapidly during the 18th. Century around Castletown Estate. As with many estate towns, development occurred along the main street at the principal entrance to the estate. To-day the imposing gates are still an important feature at the north end of Main Street with a fine view up the Avenue to Castletown House. The houses in the town along Main Street were built over a period of two hundred years commencing in the 1720's.

Celbridge retains much of the character of an estate town, with the main street still the focus of the town and Castletown gates, the mill complex and the bridge over the Liffey remaining important visual features. However the demand for services and sustained population growth has put pressure on the fabric of the streetscape as shops and offices seek space in many of the previously residential properties in the town centre and heavy traffic takes its toll on the roads and general environment. There are backland areas to the rear of the Main Street especially along the river which could be developed for town centre uses.

1.9 TOWN FUNCTION AND ROLE

Celbridge has experienced a considerable degree of urbanisation and outward growth in recent years. Currently close to 11% of the population of Kildare resides within the town and consequently it is one of the dominant population centres in Kildare. Development within the town has taken place on the north-west side of the Liffey with the building of large housing schemes such as Castletown, St. Patrick's Park, Beatty Park, Crodaun, Castle Village, Willowbrook Thornhill and Ballygoran. New estates have also been built on the Clane Road, these include Abbeyfarm, Celbridge Abbey, Killadoon Park, Grattan Court, Saint Raphael's and a Council and social housing scheme in Ballymakealy. Development on the east side of the town has been more sporadic with the completion of The Grove and the building of Simmonstown Park, Chelmsford and Temple Manor housing estates.

The town provides a number of services but the rapid rate of population growth coupled with the close proximity to Dublin has hindered the growth of services at a pace sufficient to meet the demands of the growing population.

1.10 CASTLETOWN AND DONAGHCUMPER AREA

This area is situated north - east of the Main Street and comprises Castletown House and Demesne, Donaghcumper and St. Wolstans. The area is of National and International importance. In the County Development Plan this area was classified as one of a number of Areas of High Amenity in the county and policies for the area are set out in the County Development Plan. There are proposals for the development of part of the Castletown Demense lands adjoining the motorway. This is the subject of a current planning application which will involve significant employment and amenity benefits for the town and general area. In particular the proposal involves the transfer of over 120 acres from Agriculture to Amenity Use. The subject lands are identified on the Use Zoning Objectives Map.

SECTION 2 - SURVEY, ANALYSIS AND POLICY STATEMENTS

2.1 POPULATION

2.1.1 INTRODUCTION AND REVIEW

Celbridge town has experienced significant population growth since the 1970's with numbers rising from 1,579 in 1971 to 12,289 in 1996. This represents an increase of 678%. The population of the town increased by 7,706 (168%) between 1981 and 1996 and in the most recent intercensal period (1991-1996) the population of Celbridge has increased by 2,660 persons or 27.6%.

The average annual rate of population increase in Celbridge town over each intercensal period since 1971 is outlined in Table 2.1.1. While the population of the town is still increasing the rate of growth is declining.

TABLE 2.1.1 POPULATION OF CELBRIDGE

Year	Population	Average Increase	% Intercensal Increase		Average Annual % Rate of Change
1971	1,579	-	-	-	-
1979	3,324	+ 1,745	1971 - 1979	110.5%	13.8%
1981	4,583	+ 1,259	1979 - 1981	37.9%	18.9%
1986	7,199	+ 2,616	1981 - 1986	57.1%	11.4%
1991	9,629	+ 2,430	1986 - 1991	33.7%	6.75%
1996	12,289	+ 2,660	1991 - 1996	27.6%	5.52%

Source: Census of Population

TABLE 2.1.2 POPULATION OF CELBRIDGE RURAL DISTRICT

Year	Population	Average Increase	% Intercensal Increase		Average Annual % Rate of Change
1981	24,750	-	-	-	-
1986	32,199	+ 7,449	1981 - 1986	30%	6%
1991	37,494	+5,259	1986 - 1991	16%	3.2%
1996	43,237	+ 5,743	1991 - 1996	15%	3.1%

Source: Census of Population

The population of Celbridge Rural District which comprises Balraheen, Celbridge, Cloncurry, Donadea, Donaghcumper, Kilcock, Leixlip, Maynooth and Straffan (see map no. 2.1) increased by an estimated 18,487 (75%) between 1981 and 1996. In 1996 the population of Celbridge Rural District was 43,237 an increase of 5,743 (15%) over the 1991 figure. This highlights the rapid population growth of the area when compared with the national population growth figure of 2.8% increase between 1991-1996.

The annual average rate of population change in Celbridge Rural District has slightly decreased from 3.2% to 3.1% over the last intercensal period.

Much of the development in north Kildare is influenced by the proximity to Dublin as a major source of employment.

2.1.2 POPULATION STRUCTURE

The structure of the towns population is following National trends albeit at a much slower rate. This is a direct result of the significant growth rate in the County. It is estimated that County Kildare is the fastest growing county in the State experiencing a 10% increase between 1991-1996¹. The density of population in Celbridge is almost three times the county average.

Nationally, children under the age of 15 accounted for 24% of the population in 1996, by 2006 they will account for only 19%. In Celbridge the 0-14 age cohort accounted for 36% of the towns population by 1996 this had decreased to 34%. Table 2.1.3 and figure 2.1 which outline the towns population structure clearly illustrate a decreasing trend in the 0-14 category, and an increase in the 45-64 and 65+ age categories. The percentage of the town's population under 25 has remained static at 46% in the 1991 and the 1996 census.

TABLE 2.1.3 AGE STRUCTURE

Males

AGE GROUP	1991	1996
0 - 14	1,795 (37%)	2,135 (35%)
15 - 24	501 (10%)	805 (13%)
25 - 44	2,015 (42%)	2,298 (37%)
45 - 64	413 (8.5%)	728 (12%)
65+	120 (2.5%)	165 (3%)
TOTAL	4,844	6,131

¹. The growth in the County's population as a whole masks quite significant changes that have taken place within the county. The north-east Kildare area and Naas/Newbridge/Kilcullen area has experienced rapid population growth while the remainder of the population has remained static between 1986 and 1991. (See County Development plan for a detailed analysis).

Females

AGE GROUP	1991	1996
0 – 14	1,643 (35%)	1,990 (35%)
15 –24	532 (11%)	805 (13%)
25 – 44	2,015 (42%)	2,398 (37%)
45 – 64	395 (8%)	701 (12%)
65+	200 (4%)	264 (3%)
TOTAL	4,785	6,158

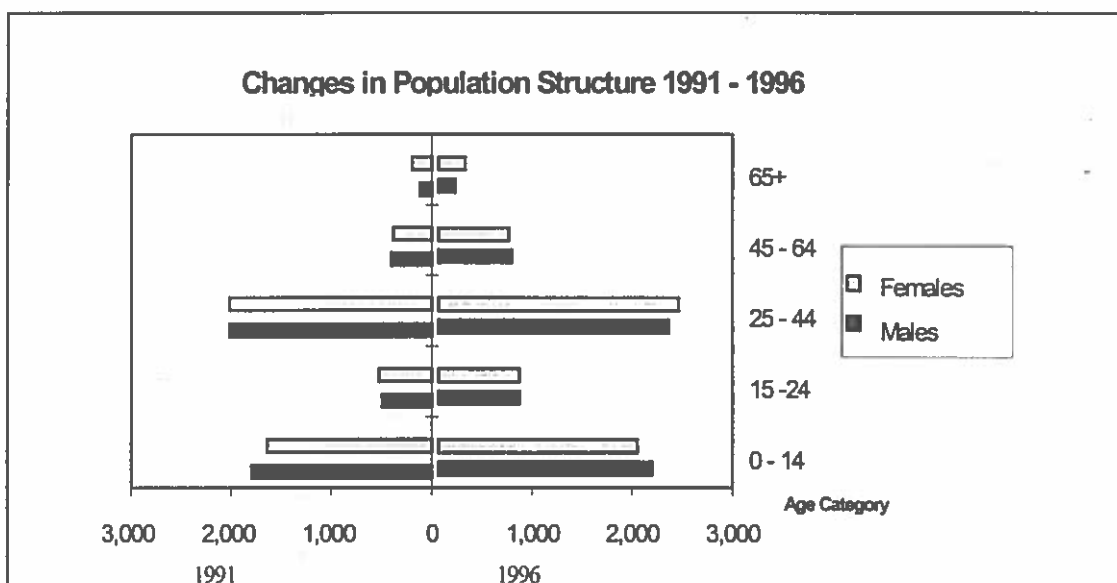


Figure 2.1 Changes in Population Structure

There is evidence from figure 2.1 of outmigration within the 15-24 age category and immigration in the 25-44 age category. Within the 15 - 24 age group a significant proportion have left the area to pursue third level education. These changes in the population structure will influence trends in employment and unemployment, demands for housing and social and community services in the future, and should therefore be kept in mind when considering how the physical form of the town should and will be planned and developed.

2.1.3 POPULATION PROJECTIONS

The County Development Plan adopted in May 1999 gives an estimate of population in Celbridge for 2006 at 16,400 persons.

2.1.4 POLICY WITH REGARD TO POPULATION:-

- ◆ The council will facilitate orderly development to meet the anticipated population growth in Celbridge town, subject to the maintenance of the amenities and historic character of the town.
- ◆ To provide adequate serviced land for the anticipated increase in population over the period in the areas of housing provision, industry, education, commerce, community and recreation.

2.2 EMPLOYMENT AND WORKFORCE

2.2.1 INTRODUCTION AND REVIEW

In 1991 the number at work in Celbridge is recorded in Census Returns at 3,742 persons. This represents an increase of 35 per cent over the 1986 figure. Table 2.2.1 shows the employment breakdown for Celbridge town in 1986 and 1991. The statistics quoted are based on the place of residence of the employees. The percentage of the population employed in agriculture, electricity and gas, and commerce have declined between 1986 and 1991 while the percentage employed in mining industry, building and construction and professional services has remained static. The industries, which have experienced an increase in numbers employed, are the manufacturing industry, transport and other category.

TABLE 2.2.1: EMPLOYMENT BREAKDOWN BY SECTOR 1991 AND 1986

Industry	1991	1986
Agriculture	57 (1.5%)	66 (2.4%)
Mining	5 (0.1%)	3 (0.1)
Manufacturing Industry	781 (21%)	529 (19%)
Building & Construction	251 (7%)	190 (7%)
Electricity and Gas	43 (1.1%)	38 (1.4%)
Commerce	837 (22%)	669 (24%)
Transport	258 (7%)	170 (6.1%)
Public Administration	429 (11%)	290 (10.4)
Prof. Services	806 (22%)	622 (22%)
Other	275 (7.3%)	190 (6.8%)
Total	3,742	2,767

FORBAIRT ASSISTED INDUSTRY IN CELBRIDGE

During 1994 - 1996 five firms have been assisted by Forbairt in Celbridge. A total of 53 were employed in 1996, which represents an increase of 6% over the 1994 figure. The majority of these are employed in Castletown Press Limited and HDS Manufacturing Limited.

IDA ASSISTED OVERSEAS INDUSTRIES IN CELBRIDGE

There are two IDA assisted industries in Celbridge, Innothera Ireland Limited a pharmaceutical company which is defined as a small industry employing between 1 and 50 employees and Telemecanique Limited an electrical relays company which employ's in excess of 201 employees. In addition, Hewlett Packard Ltd has located a major industrial complex to the east of Castletown Demesne at Barnhall. This industry employs 2,100 persons at present.

The Community Centre Ltd has acquired the former Mill complex and converted part of the building into small units for manufacturing and services. A total of twenty-two industrial and service units operate from the Mill complex.

RETAILING AND SERVICES

In a nation wide census of retail outlets in 1988, 211 were stated to be employed in retailing in the town. In the same year 334 people were employed in the service sector in Celbridge e.g. in hotels, real estate and communications. 235 were employed in St. Raphael's. No figures are available on retailing and services for the town since 1988, but it is clear, from Council surveys, that the increase in the intervening ten years has been modest and substantially less than the population increase in the same period.

2.2.2 UNEMPLOYMENT

There is no social welfare office in Celbridge and as such there are no details figures available for the numbers unemployed in the town. The most recent figures available are the 1991 census figures. These figures estimated the numbers unemployed in Celbridge at 278. This represents 7% of those employed in the town. The majority of those unemployed are defined as producer / maker in the male category and clerical workers in the female category.

2.2.3 EMPLOYMENT AND WORKFORCE POLICY:-

- ◆ To encourage and facilitate the expansion of existing industry and to encourage new industrial development in the town.
- ◆ To continue to co-operate with the I.D.A. Ireland, Forbairt and other bodies to attract further industry into the town.

- ◆ To treat applications for industrial developments which are not located in industrial estates on their merits and in relation to existing adjacent developments and zoning in the area.
- ◆ To encourage the development of a tertiary service sector in the town.
- ◆ To facilitate the provision of land for small industrial units in the town in response to local needs.

2.3 TRANSPORT AND TRAFFIC

2.3.1 INTRODUCTION AND REVIEW

Celbridge is situated in the north of the county on the River Liffey, on the principal roads, the R403 (Clane-Dublin Road) and the R405 (Maynooth-Celbridge Road). These important roads and the town's Main Street meet at the bridge over the Liffey and are joined there by two County Roads - the Newtown Road and the Hazelhatch Road.

2.3.2 EXISTING TRAFFIC SITUATION AND PROPOSED IMPROVEMENTS

As noted in Section 2.1, the population of the town has increased substantially over the last 25 years. This rapid expansion has not been matched by improvements in the roads system and accordingly severe traffic congestion exists in the town. Celbridge is the only major town in the north county not directly by-passed by one of the new major National Routes. Hence relief of congestion will have to be brought about by the provision of an improved transport infrastructure.

The bridge over the Liffey is the only vehicular bridge in the town. It is narrow and has a footpath on one side. These conditions combined with a high traffic flow crossing the bridge lead to heavy congestion at all times (12,500 vehicles per day or v.p.d.). A new pedestrian bridge was erected parallel to the old bridge to provide an alternative for pedestrians. A high level of commuter traffic in the morning and evening, school traffic during school term time and the location of the main trading area of the town results in tailbacks of traffic on all approach roads to the bridge and on Main Street. It should be noted that a traffic flow of 12,500 v.p.d. (1997) would normally call for a road of dual carriageway proportions and this establishes the clear need for further bridges.

The congested conditions are exacerbated by the lack of public off-street car parking facilities. This renders the parking by-laws difficult or impossible to enforce. Cars park, and double park, all along the Main Street. There is an overspill of parking into residential areas e.g. St. Patrick's Park. Commercial loading and unloading activities combined with problem parking bring about a situation approaching chaos in the area around the bridge. Because of the heavy traffic, the aftermath of various excavations and the general lack of maintenance for want of finance, the pavement in the Main Street has suffered structural failure and needs to be reconstructed. The footpaths are also in very poor condition and are in need of renewal and refurbishment. The Celbridge Town Improvement Scheme will go a long way towards rectifying these deficiencies.

2.3.3 CAR PARKING

At present, parking is mostly provided along the Main Street or in off-street parking in private ownership. Car parking provision in the centre of Celbridge needs to be kept under review. In the provision of new car parking facilities, the existing heritage character of the town centre will be safeguarded. Priority will also be given to potential sites on the routes adjacent to the town.

Off-street car parks both in the town centre and adjacent to the town are essential to improve the traffic situation in Celbridge. A car parking study carried out some years ago indicated a clear need for new off-street car parking facilities convenient to the Main Street. The need for further carparking will be further examined particularly adjacent to the main trading centre of the town and in close proximity to the bridge. A smaller car park is required near the centre of the Main Street to cater for the church, school and shopping in that location.

These and other potential sites in and adjacent to the town centre (including potential sites on east side of the Liffey) will be investigated and the most suitable acquired.

2.3.4 WALKING AND CYCLING

Celbridge has a large pedestrian and cycling population due, for example, to the number of young families in the town. Facilities for these, including public lighting, footpaths and cycle lanes are poor in many places and require improvement and development.

2.3.5 BUS SERVICE

Dublin Bus serves the town on a frequent basis daily. This service is supplemented by the Bus Éireann provincial network and by private bus operators, which stop in the town. The frequency of bus services to the town has increased over the years.

2.3.6 RAIL SERVICE

Iarnród Éireann opened the South Western Commuter Rail Service - the Arrow - in 1994 to serve commuters and shoppers between Cherry Orchard and Kildare town. The opening of the service included the re-opening of Hazelhatch and Sallins stations to serve Celbridge and Naas respectively, the provision of new diesel Arrow trains and the provision of feeder buses to the stations. This service is welcomed by the Council as it provides an alternative off-road means of transport to Celbridge and the City. The quadrupling of the line will allow the further improvement of the Arrow Service. There is a need for a town bus service to link with the rail and bus commuting services in order to reduce day long parking by commuters.

2.3.7 TRANSPORT AND TRAFFIC POLICY:-

- ◆ To continue to provide local distributor roads as required and to protect the lines of these roads from development.
- ◆ To provide the Celbridge link to the proposed interchange on the M4 motorway.
- ◆ To provide off-street car parking in and around the central area with priority being given to potential sites on the arterial routes.
- ◆ To ensure that all development complies with the Council's long-term road proposals for Celbridge, as set out in this plan.

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- ◆ To ensure a safe and comprehensive roads system capable of satisfying the requirements of both vehicular and pedestrian traffic within and through the town.
 - ◆ To progressively improve all urban roads, junctions, dangerous bends and footpaths and maintain these to the highest possible standards, having regard to the availability of finance for the work and subject to the amenity and townscape provisions of this Plan.
 - ◆ To ensure that all roads, footpaths and car parks are constructed to provide for the needs of children and persons with disabilities.
 - ◆ To provide for a clearly defined system of safe pedestrian routes linking residential areas and the Main Street with schools, shops, work-places and open spaces.
 - ◆ To examine the feasibility of providing cycleways along major roads and through housing areas and provide them where appropriate.
 - ◆ To examine, in conjunction with Bus Éireann, Bus Átha Cliath Private bus operators and Iarnród Éireann, ways of improving the transport network as it affects the town and its links with surrounding towns and the city.
 - ◆ To co-operate with the DTO in implementing the DTI policy.
 - ◆ To introduce, traffic calming measures, particularly in residential areas and near schools.
 - ◆ To progressively improve the footpaths along Main Street including undergrounding of cables, re-paving, provision of street furniture and appropriate tree planting and litter bins.
 - ◆ To improve public lighting facilities in the town and environs.
 - ◆ To seek agreement with private car park owners adjacent to the town centre with a view to making their facilities available to the public on a basis to be agreed with the Council.

- ◆ To investigate the feasibility of joint ventures between the Council and the private sector to provide car parking facilities adjacent to the town centre.
- ◆ To carry out traffic management studies at the bridge, the main street and the arterial routes into the town.
- ◆ To seek inclusion of Celbridge in Dublin Taxi-Meter Area.

2.4 UTILITY SERVICES

2.4.1 SEWERAGE SERVICES

Celbridge forms part of the Lower Liffey Valley Regional Sewerage Scheme which also serves the towns of Leixlip, Maynooth, Kilcock and ultimately Straffan. The capacity of the scheme must be shared between the competing demands of these towns.

Since the adoption of the 1985 Plan, the capacity of the Treatment Works at Leixlip, has been increased from the Stage I capacity of 20,000 to Stage II capacity of 45,000 Population Equivalent. A number of small pumping stations in Celbridge town pump the sewage to the collecting point at the north-east of the town and from there to the Leixlip Treatment Plant. Proposals are being drawn up to upgrade the existing plant, these works will ensure that anticipated development during the period of the plan can be accommodated. In addition a new treatment plant to deal with the discharge from Intel has been completed and commissioned in 2001.

2.4.2 WATER SUPPLY

Celbridge is served by the Ballygoran Reservoirs with water from Fingal County Council Treatment Plant in Leixlip. The town is adequately supplied at the moment with spare capacity for the immediate future. There are no plans to upgrade the service at the moment. However, this could alter depending on the rate of development within the area.

2.4.3 WASTE DISPOSAL

Celbridge is served by collection services provided both by the Council and by two private contractors licensed by the Council. A wheel bin service has recently been introduced by the Council. As there is no landfill site in the north of the county waste is brought by the Council to its site at Silliott Hill outside Kilcullen.

2.4.4 TELECOMMUNICATIONS

A fully automated telephone exchange was erected in Celbridge in the early 1980's which served both Celbridge and Straffan. Within the past two years an exchange which uses the latest technology has been provided in Straffan. It will have a separate service area and this is currently being developed. Telecoms duct network in the town of Celbridge has been improved

and a new large cable has been provided, using this route to cater for existing, ongoing and future developments on the Clane Road and other areas west and south west of the town.

Additional ducting is planned across the bridge towards the Hazelhatch, Ardclough and the Dublin road to improve Telecom's infrastructure for cabling of additional developments in these areas.

The Digital exchange in Celbridge has been upgraded to offer the highest level of communications, which includes ISDN technology. It has diverse routing via Fibre Links to significantly reduce any possible incidences of interruptions to service.

2.4.5 ELECTRICITY

Celbridge is served from a 38 kV transformer station on the Hazelhatch Road. It is intended to increase the station capacity to 15 MVA to cater for future development in the town. This work will be carried within the existing compound. The Intel outlet out of the Moneycooley 38kV station has been connected to the 10kV network near the Salesian College. This provides increased capacity to Celbridge and a standby supply to the north of the town in the event of a cable fault. To improve the system a new 10kV underground cable is required along the Main Street.

2.4.6 GAS

There is an extensive natural gas network covering the town of Celbridge and the housing developments which have grown up around it. This network is currently fed via a 4Bar feeder main from Maynooth. There is adequate capacity within the existing supply and the network itself to meet the demand for natural gas within the immediate future.

Bord Gáis would however seek to further enhance its service to Celbridge in the following areas:-

New Developments - It is the intention of Bord Gáis to allow the natural gas network to grow in tandem with new housing and industrial developments as they arise.

Existing Developments - With regard to existing developments it is proposed to extend the network into these areas should there be sufficient demand from the residents;

Network Reinforcement - For the purposes of ensuring the security of its supply Bord Gáis propose to reinforce the supply to Celbridge through an additional feeder main. There are draft-proposals to route the main to Celbridge from either Clane or Leixlip.

2.4.7 FIRE SERVICE

Celbridge is served by both Maynooth and Leixlip fire stations. Maynooth station was extended and improved and the Leixlip station was built during the period of the plan. Both are considered adequate for existing and future demands. The service will be upgraded as needs arise.

2.4.8 UTILITY SERVICES POLICY:-

- ◆ To ensure that the necessary drainage facilities to serve the needs of all development within the town and to prevent pollution are provided.
- ◆ To separate the disposal of foul and surface water through the provision of separate sewerage networks.
- ◆ To provide water in sufficient quantity and quality to serve the needs of existing consumers and the projected population increase and to facilitate future commercial development.
- ◆ To co-operate with Bord Gáis in the servicing of Celbridge where sufficient demand exists.
- ◆ It is the policy of the Council to have regard to the *“Telecommunications Antennae and Support Structures, Guidelines for Planning Authorities”* (DOELG 1996) or as subsequently amended, when considering proposals for telecommunications antennae and support structures.
- ◆ To provide a civic amenity site and Council yard in the vicinity of the proposed interchange to the north of the town.

2.5 HOUSING

2.5.1 INTRODUCTION AND REVIEW

Table 2.5.1 gives a breakdown of types of households in the town for the years 1991 and 1996. There were 3,471 households in Celbridge in 1996. This represents an increase of 749 (27%) over the 1991 figure.

TABLE 2.5.1 NUMBERS AND TYPES OF HOUSEHOLDS IN CELBRIDGE, 1991 AND 1996.

Type / Year	Conventional House	Flat / Bedsit	Caravan / Mobile Home	Non- Private Household	Total -
1991	2,677	36	3	6	2,722
1996	3,418	44	3	6	3,471

In terms of Local Authority involvement in housing the County Council constructed twelve houses in 1994 and another twenty eight were erected and occupied in 1995 on the Council lands at Ballymakealy. Under the Capital Assistance Scheme, Kildare North Sheltered Housing Company Limited completed six housing units in the grounds of the Grove, Newtown Road which were completed in 1996. Cill Droichead Voluntary Housing Association completed twelve houses on Councils lands which were occupied in 1997. Twenty two houses were completed in 1999 and eight private sites have been allocated in conjunction with this scheme and a further 11 houses are under construction.

Of the 3,471 permanent households in 1996, 82 were being rented from the Local Authority while 281 were being acquired under a purchase scheme. This represents 10% of the total housing stock

While the population is projected to increase in Celbridge over the next ten years, the number of households is expected to grow at a faster rate, reflecting a national trend toward decreasing household sizes. Between 1971 and 1996 the average occupancy rate has declined from 4.5 to 3.5 persons per dwelling in Celbridge. It is expected that average household sizes will fall still further over the period of the Plan to approximately 3.0 persons per dwelling in the town. The council in its consideration of future housing needs in the town will have regard to changing patterns of demand, resulting from these trends.

2.5.2 FUTURE HOUSING DEMAND

It was estimated in November 1997 that some 255 acres of land, which were zoned for development in the 1985 Plan, had not been developed. Since then a considerable amount of this land has or is being developed or is committed for development by reason of grants of planning permission. Thus it is now estimated that there are some 50 acres zoned residential/general development and which are uncommitted for residential purposes.

Given (a) the location of Celbridge in the Dublin Metropolitan Area and in close proximity to major centres of employment, (b) falling household sizes and the increased demand for housing units from a wide variety of household types of varying levels of economic wealth, (c) government policies on housing supply, (d) the need to achieve community objectives such as open spaces, roads and educational facilities there is a requirement for some additional land zoned for housing consistent with the foregoing considerations is required in the Plan. Thus notwithstanding the provisions of the County Development Plan in relation to housing policy for the Celbridge Area it has become necessary to zone an additional limited amount of land in the town. The phasing of these lands to coincide with the required roads and infrastructure.

2.5.3 TRAVELLERS SETTLEMENTS

It is the responsibility of the Council as the Housing Authority for the area to provide suitable accommodation for the travelling community.

It is the policy of the Council to facilitate the provision of appropriate accommodation for the Traveller Community in accordance with the Traveller Accommodation Programme 2000-2004 adopted by Kildare County Council in February 2000 or as subsequently amended which limits the accommodation provided to a maximum of six bays for travellers indigenous to County Kildare.

In recognition of the needs of Travellers in the Celbridge Area an area of land has been specifically zoned in the plan for Traveller Accommodation.

2.5.4 RESIDENTIAL DENSITIES

The Council recognises that average household sizes continue to decline and that a greater diversity in household composition calls for a greater variety of dwelling types. Developments catering for a variety of household sizes, including one and two person households, will be encouraged as part of an overall development mix.

In accordance with the principles of sustainable development, government policy on residential density and the *Strategic Planning Guidelines* for the Greater Dublin Area, higher residential densities will be encouraged within walking distance of the town centre.

However, it must be recognised that any proposal for higher density development must also meet the requirement of a high quality of design and layout.

2.5.5 POLICY WITH REGARD TO HOUSING:-

- ◆ To provide and facilitate the provision of dwellings as necessary to accommodate persons who are unable, for financial or other reasons, to provide housing for themselves and to facilitate the development of life long living accommodation.
- ◆ To facilitate the development of private housing to meet the expected housing needs that will arise in the town.
- ◆ To ensure that all major new housing areas are developed as residential environmental areas and to prepare Action Area Plans for these areas as appropriate.
- ◆ To improve the quality of new residential estates by the implementation of comprehensive residential design guidelines and standards.
- ◆ To facilitate the provision of infill housing and apartment developments in the town centre so as to encourage a living and vibrant central area.
- ◆ To encourage owners of property on the Main Street to use upper floors for residential use.
- ◆ To protect the amenity of residential enclaves within the town centre from undue pressure from encroaching commercial development so as to maintain their continued use for housing purposes.
- ◆ To encourage diversity in the density of development and in the form, size and type of dwellings within residential areas.
- ◆ To encourage the use of backlands for residential use especially lands adjoining the river.

2.6 EDUCATION AND COMMUNITY FACILITIES

2.6.1 INTRODUCTION AND REVIEW

In 1997, a total of 3,565 pupils attended the six primary schools and two secondary schools in Celbridge. The school catchment area extends beyond the Celbridge town area and in the case of the Multi denominational school at Ballymakealy extends to Straffan, Newbridge, Maynooth, Leixlip, Lucan and outlying areas.

2.6.2. CRÈCHE, PLAYGROUP, MONTESSORI AND OTHER CHILDCARE FACILITIES

Changes in the population structure, changing lifestyles and economic needs have led to increasing demands for pre-school facilities and day nurseries.

The Council is aware of the importance of the provision of adequate childcare facilities in consolidating new and existing communities and as a means of addressing social exclusion and disadvantage. The Council will seek to facilitate the provision of crèche and playgroup facilities at appropriate locations and will require their provision in large residential, commercial and retail developments.

The Council will have regard to the *Childcare Facilities Consultation Draft of Guidelines for Planning Authorities* issued by the Department of the Environment and Local Government in May 2000 and as subsequently amended.

2.6.3 PRIMARY EDUCATION

TABLE 2.6.1 NUMBERS IN PRIMARY EDUCATION²

SCHOOL	PUPIL TYPE	TEACHERS	PUPIL No's 1982	PUPIL No's 1994	PUPIL No's 1995	PUPIL No's 1996	PUPIL No's 1997
St. Brigid's Primary School, Main Street, (R.C.)	Girls	24	401	684	693	674	657
Scoil Mainistreach, Oldtown (R.C.)	Boys	21	452	561	590	590	593
Scoil Mochua, (R.C.)	Mixed	23	-	730	670	668	653
Primrose Hill (C. of I.)	Mixed	6	89	150	152	154	150
North Kildare School Project (Multi-denominational)	Mixed	2	-	37	38	80	115
St. Wolstans Junior School.	Girls	-	100	-	-	-	-
	TOTALS	76	1,042	2,162	2,143	2,166	2,168

The number of primary school going children in Celbridge has increased by 108% since 1982. These figures do not include the pupils from the town attending the Gael Scoil in Leixlip.

School accommodation and recreational facilities are inadequate or barely adequate in most cases. Over the past six years a number of extensions and developments have been completed in the schools of the town. The North Kildare School Project (multi denominational school) is located on a half-acre site and is housed in temporary accommodation at present. Population numbers in this school have increased by 35 pupils yearly and as a result an additional classroom has been added each year since 1994. The multi denominational school has been allocated 5 acres of land in Ballymakealy as a permanent school site.

The use of the pre-fabricated classrooms is considered inadequate and in a number of cases the school playing facilities are inadequate to cater for the number of pupils attending.

². Since 1982 the Junior School in Saint Wolstans has been discontinued, the Church of Ireland school has relocated from the slip to Primrose Hill and Aghards and the Multi-denominational schools opened. These figures do not include the pupils from the town attending the Gael Scoil in Leixlip.

2.6.4 NUMBERS IN POST PRIMARY EDUCATION

TABLE 2.6.2 POST-PRIMARY EDUCATION

SCHOOL	PUPILS 1982	PUPILS 1994	PUPILS 1995	PUPILS 1996	PUPILS 1997
Holy Faith, St. Wolstans	350	545	535	548	612
Salesian College	55	740	760	783	785
Total	405	1,285	1,295	1,331	1,397

Pupil numbers for both the second level schools in the town are rising. St. Wolstans on the Lucan road closed in 1998 and a new community school was opened in 1999 at Ballymakealy Lower. This new school will accommodate 800 pupils. The Salesian College has also expanded the school over the last number of years.

2.6.5 CHURCH FACILITIES

There are two churches in the town providing places of worship for both Roman Catholic and Church of Ireland Communities. St. Patrick's Roman Catholic Church is located off Main Street and has a seating capacity of 700 and is adequate. Christ Church, Church of Ireland, is located at the main entrance gates to Castletown. The church seats 320 and is adequate.

2.6.6 LIBRARY FACILITIES

A branch library was built just off Main Street and opened in 1983. Total floor area is 300 sq. m. and facilities include an exhibition and lecture area and adult and children's library. FÁS operates a work placement service from the library.

2.6.7 HEALTH CENTRE FACILITIES

The E.H.B Health Centre, is currently located in a new centre off the Maynooth Road. This provides a basic daily service with specialist clinics for immunisation, psychiatric care, community welfare and chiropody. The existing centre is adequate for the provision of health services in the area.

2.6.8 SAINT RAPHAEL'S

Saint Raphael's was established by the St. John of God Order in Celbridge in 1952. Today it offers a wide range of services to adults and children with a range of learning disabilities.

These include:-

- (a) Services for children's - early services, pre-school, school, children's day activity programmes and residential services;
- (b) Services for adults - vocational training, horticulture, adult day activity programmes, Oakley Products (Workshop), work enterprise and residential services;
- (c) Family support services - clinical services, planned temporary care, crisis care, summer temporary care.

A total of 310 people attended the day programmes offered in St. Raphael's in 1997, of this number 158 were residents. There were 47 pupils attending the Special National School in 1994. The total number of full and part time staff at St. Raphael's in 1997 was 274. The staff complement in the school was 9.

In 1987 Teanmann Mhuire, which is located on the Celbridge / Leixlip road, was bought and 30 residents from Saint Raphael's main campus were moved here. In 1989 it was decided to develop the grounds of Celbridge Abbey as a visitor attraction. To-date tea-rooms have been provided in a restored 17th. century gate house; a model railway, car park, children's playground and river walks have been developed. Approximately 40,000 people visited the Abbey Grounds in 1997. In 1990 a small townhouse scheme was developed on Church Road and provides accommodation for 29 men. Saint Raphael's also offers swimming classes to the public and approximately 1,000 members of the public avail of this each week.

Because of the changing nature of care and training for people with disabilities it is envisaged that further developments will take place in St. Raphael's over the coming years. These will include:

- * Completion of work on the horticulture facility.
- * Plans are at an advanced stage to erect new facilities with a 24 bed unit and a 20 bed unit.

- * There has been development in relation to moving some of the residents to the community this will continue over the next five years.
- * Saint Raphael's also has plans to move the day programmes into the community also. This will include, vocational training, workshop and adult programmes.

2.6.9 EDUCATION AND COMMUNITY FACILITIES POLICY:-

- ◆ To facilitate pre-school minding/educational facilities having regard to the amenities of existing properties.
- ◆ To encourage the provision of purpose-built crèches and playschools in large residential areas, commercial and retail developments.
- ◆ To provide for and facilitate the expansion and development of existing educational establishments.
- ◆ To facilitate the development of new schools where appropriate and to investigate and facilitate possible relocation of St. Bridgid's Primary School from Main Street to an alternative site.
- ◆ To facilitate the provision of recreational facilities in the vicinity of existing and any new schools.
- ◆ To encourage possible developments in the town of the existing schools as co-educational establishments.

2.7 RETAIL / COMMERCIAL / TOWN CENTRE

2.7.1 RETAIL

Shops are located in the Main Street and in the shopping centre on the Maynooth Road. The shopping centre on the Maynooth road comprises one anchor tenant and a number of specialist shops. Facilities have expanded somewhat on main street with the extension of existing shops and the opening of specialist shops and restaurants. However no major shopping developments have taken place since 1985.

2.7.2 OFFICES

Celbridge has very few purpose built-offices. Most businesses are located on the ground and upper floors of buildings in and around the Main Street.

2.7.3 TOWN CENTRE

The historic town centre extends along main street which projects southwards from the gates of Castletown House to the bridge spanning the River Liffey. In more recent years the town centre has extended further along the Maynooth and Oldtown road, these extensions have continued the linear form, although in a less cohesive manner.

The town centre still remains the hub of Celbridge, and most of the commercial facilities are located here, however the increase in population numbers has put a great strain on the existing physical fabric of the town and especially on the town centre. New shops and services have opened in many former houses along the Main Street with multi uses in some houses. A plethora of advertising signs reflect the existence of these uses and more intensive use of the town centre has led to a deterioration of footpaths and roads and has led to clutter because of indiscriminate parking. It is essential that the existing urban fabric and streetscape be built up and strengthened, that infill sites be sympathetically treated, and that backlands be brought into use and that individual buildings of merit are protected.

It is considered that the extension of the town centre area to the East side of the Liffey at Donaghcumper is an important objective of this plan.

2.7.4 RETAIL/ COMMERCIAL/ TOWN CENTRE POLICY:-

- ◆ To encourage mixed development in the town centre, especially using disused upper floors of buildings.
- ◆ To protect the environment and amenities of established and new residential areas from office uses.
- ◆ To encourage the expansion of shopping facilities in the town centre and to encourage the uptake of commercial units on the upper floor of the shopping centre on the Maynooth road.
- ◆ To prohibit the development of large scale shopping facilities outside the town centre area, in order to maintain the retail core of the town.
- ◆ To encourage the development of small shopping units to serve local needs, particularly in new and established residential areas some distance from the town centre.
- ◆ To carry out its statutory functions under the Casual Trading Acts, including the issuing of casual trading permits and the designation of casual trading areas where they are felt to be necessary.
- ◆ To ensure that new developments will harmonise in design, scale and external finish with the existing character of the town centre.
- ◆ To protect and enhance the amenities and Georgian character of the town. The Council will seek to balance the competing needs of commercial, service, social and cultural functions which the town centre performs with the need to protect the strong architectural quality of streetscape which has evolved over time. This will apply to skyline, shopfronts, advertising structures and general architectural quality of any changes of elevations.
- ◆ To continue to exclude certain unsympathetic new uses such as gaming/amusement centres from the town centre and to curtail the number of take-aways in the town centre.
- ◆ To ensure that where replacement or renewal, including infill development, is carried out that such work is sympathetic in design, scale, detail and finishes with existing developments.

- ◆ Future shopping centre proposals shall conform with the Retail Planning Guidelines 2000 (DOELG) or as amended.
- ◆ To exercise strict control over advertising in the town centre and take care to avoid the impression of clutter in the competing uses in single buildings.
- ◆ To discourage the development of inappropriate activities such as industry and commercial warehousing in the town centre.
- ◆ To seek the retention and repair of shop fronts of traditional character and design. Where it is proposed to rebuild a shop front, the Council will endeavour to ensure that re-development is carried out in a sympathetic manner.
- ◆ To protect and preserve sites, monuments and areas of archaeological importance in the town.
- ◆ To encourage the development of the area between the Main Street and the River having regard to the proposed Action Area Plan, the amenities of the river and to investigate provision of public rights of way for pedestrians on both sides of the river.
- ◆ To draw up a 'derelicts sites register' for the town in accordance with the provisions of the Derelict Sites Act 1990 with a view to charging a levy on all such sites.
- ◆ To extend the town centre area to the east side of the Liffey including Donaghcumper and to draw up an Action Area Plan for the Main Street and this extended area. This Plan shall include the identification of possible future shopping/commercial/residential areas, car parking sites, civic and cultural spaces and buildings, riverside open space, trees and other heritage items for preservation.

It should also set out design guidelines for the visual and environmental improvement of the Main Street and the backlands adjoining the Liffey (AP1).

No development shall take place on the lands zoned in the area of Donaghcumper and included in the Action Area Plan until such plan has been prepared by Kildare County Council. The Action Area Plan will indicate how the development of this area will integrate with the existing Town Centre.

2.8 URBAN AND VILLAGE RENEWAL

2.8.1 INTRODUCTION AND REVIEW

Celbridge has been designated a village for renewal under the Operational Programme for Local Urban and Rural Development (Sub - programme 3 : Urban and Village Renewal). The Operational Programme is designed to bring about social and economic development at local level to involve and to enable local communities to be involved in that development in a formal way and to achieve physical improvement to the environment.

The objective of the programme in Celbridge is to restore the Georgian footpaths and street kerbing and edges.

The urban and village renewal will support the planned developments of Castletown house and other historic houses and develop a trail encompassing all historic houses in the Country. Castletown house and Celbridge Abbey are to be included in the proposed heritage trail. The village renewal improvements will facilitate such trails by improving the tourist and shopping environment in Celbridge.

The exploration of the extensive Georgian legacy of Celbridge and Maynooth are opportunities which exist for intervention. The village renewal will help to restore the physical appearance and Georgian structure of this village.

The works to be carried out under this village renewal programme along with the shopfront improvement scheme will help to maintain the intrinsic character of the Georgian village. The works will also provide improved pedestrian movement throughout the village. The works will create a quality environment for the village which will encourage increased services.

2.8.2 POLICY WITH REGARD TO VILLAGE RENEWAL:-

- ◆ To facilitate renewal proposals in accordance with the proper planning and development of the village.
- ◆ To undertake the Action Area Plan for the town centre (identified at paragraph 2.7.4 above) outlining appropriate measures to achieve objectives of the renewal process in Celbridge.
- ◆ To complete in full the renewal plan for the town centre including the undergrounding of services.

2.9 OPEN SPACE AND AMENITY

2.9.1 OPEN SPACE

With the exception of lands in Ballymakealy Lower, which are in Local Authority ownership most of the areas of open space are in private ownership. A total of 25 acres of open space are in the ownership of recreational groups in the town. Additional areas of open space are primarily located along the river Liffey, in the grounds of Celbridge Abbey and in the vicinity of schools and housing estates. Castletown a major national demense is owned by Duchas and is used by the public as an amenity.

2.9.2 RIVER LIFFEY

The River Liffey represents a significant and valuable amenity for the town of Celbridge. The river flows through a landscape of exceptional quality and variety. The character of the river changes within a short distance helped by a combination of manmade and natural features, including weirs, mill races, dense and varied planting and bridges, both pedestrian and vehicular. This river landscape which has taken centuries to mature is an outstanding natural amenity right in the centre of the town. Accessibility to the river however, remains a problem and it is considered necessary to implement a management plan to encourage the maximum use of the river side areas while at the same time ensuring their conservation and protecting their pastoral qualities. The zonings in this plan seek to protect the amenity of the River Liffey while also ensuring that the access of the public to this important amenity is maximised through the amenity zonings and the transfer of lands to public ownership. The Council shall seek the co-operation of Dúchas in the ongoing management and maintenance of these areas.

2.9.3 SPORTS FACILITIES

A total of six outdoor recreational groups operate in the town these comprise, Celbridge Athletic Club, Celbridge G.A.A. Club, Celbridge Football Club, Ballyoulster Football Club, Celbridge Lawn Tennis Club and Celbridge Paddlers Canoe Club. The Community Council has also adapted the Mill for a wide variety of sporting and community uses.

Celbridge currently has 2.4 acres of playing fields per 1000 people. This may rise to 4.1 acres when the 20 acres in Balymakeally Lower, which are owned by the County Council, are used as playing fields.

Table 2.9.1 Sports Facilities in Celbridge

	Acres	Facilities	Ownership
Salesian College, Celbridge	4	1 Soccer Pitch 1 Gaelic Pitch	Salesian College
Celbridge G.A.A	11	4 gaelic pitches 1 indoor hall containing 4 badminton courts	G.A.A
Celbridge Football Club	6	1 soccer pitch	Kildare County Council
Ballyoulster Football Club	12	2 soccer pitches	Ballyoulster Soccer Club
Celbridge Lawn Tennis Club	2	6 tennis courts	Celbridge Lawn Tennis Club

2.9.4 OPEN SPACE AND AMENITY POLICY:-

- ◆ To enhance the amenity value of the Liffey to Celbridge by acquiring land as occasion offers and developing it as public open space, preserving views, woods trees, shrubs and plants and by prohibiting any change of use of land adjoining the Liffey when this would be detrimental to amenities.
- ◆ To improve access to the river banks and to draw up management schemes to encourage maximum use of the riverside areas and to protect sensitive areas where overuse would threaten the amenities.
- ◆ To create pedestrian rights of way separate from the road system linking residential access to the town centre and to other social services. This system of public walkways should ultimately include the river banks close to the town and provide continuous riverside access from Newtown to Castletown Estate. New residential areas as they develop should link into the existing system of pedestrian rights of way.
- ◆ To preserve views and prospects, including the environs of items listed for preservation.
- ◆ To preserve woods, trees and other flora by the use of Tree Preservation Orders and other measures and initiatives.
- ◆ To protect and improve all existing rights-of-way and to create further rights-of-way where necessary or appropriate.

-
- ◆ To investigate designation of lands at Kilwogan/Griffenrath as a Natural Heritage Area (NHA) / Special Area of Conservation (SAC)
 - ◆ To encourage the provision of improved and more varied social, cultural and sporting facilities to serve the needs of the town.
 - ◆ To co-operate with local groups and provide new recreational and social facilities on the council's lands at Ballymakealy and elsewhere in the town.
 - ◆ To provide sufficient open space in the town, for both passive and active recreation activities, to serve the needs of the town's existing and future population, located so as to be convenient to residential areas.
 - ◆ To establish a Parks Department to maintain and develop public open spaces.
 - ◆ To raise funding for the development of existing and proposed open space areas.
 - ◆ Work with community groups in the provision of children's playgrounds in the town.

2.10 TOURISM

2.10.1 INTRODUCTION AND REVIEW

Tourism is the fastest growing industry in Ireland, and significant potential still exists with the value of the industry set to be worth two billion to the country by the year 2000. Tourism has potential to bring both economic benefits to Celbridge, but can also benefit residents through the improvement of the towns environment resulting from ancillary developments.

While detailed plans and strategies for tourism are not part of the development plan's mandate, there are actions which the council can take to ensure that Celbridge benefits from the National growth in tourism. Significant potential exists to develop the industry in Celbridge.

Celbridge has two important tourist attractions at either end of the village. Castletown House and Celbridge Abbey, both of which are of international importance. The significance of Castletown is two fold: it is the finest Palladian style house in Ireland and a worthy contribution of European neo-classical architecture. It is also the only such building in State ownership and therefore represents a unique national heritage asset. It is currently under development / restoration by Duchas- Heritage Service and has been recently been re-opened after restoration.

Celbridge abbey situated on the river Liffey and Millrace is being developed by the Saint John of God Order as a historical, cultural and environmental amenity for the public. The development consists of the abbey, model railway, garden centre, children's playground, picnic areas, themed walks, rockbridge, a picturesque island, river walks and trap rides. 40,000 people visited the Abbey Grounds in 1997.

Visiting historic buildings forms a sizeable segment of visitor activity and is an influencing factor in attracting people to Ireland. Having such examples so close to the capital enables it to be visited by a greater number than other wise might be possible.

2.10.2 POLICY ON TOURISM:-

- ◆ To encourage the development of tourism - especially heritage based activities in co-operation with Bord Fáilte, Duchas - Heritage Service, the National Heritage Council and other relevant bodies.

- ◆ To encourage a link between Castletown house and Celbridge Abbey through the improvement of village centre pavements.

- ◆ To protect the character of the town and its heritage in order to provide a sound basis for the development of tourism.

- ◆ To encourage the use of the River Liffey for recreational and tourist angling and water based sports.

2.11 CONSERVATION OF THE BUILT ENVIRONMENT

2.11.1 INTRODUCTION AND REVIEW

Celbridge is a town of varied character and quality. It has a number of outstanding examples of architecture and also many buildings less well known but also of extreme significance for the local architectural heritage.

The houses on the main street were built over a period of 200 years, commencing 1720. Many of the buildings in the town have a distinctive and interesting architectural character. However, the important aspect is the overall cohesiveness of the centre rather than on the merit of individual buildings.

Because of their architectural, historical or streetscape value certain buildings in the town have been listed for preservation. These are set out in table 3.1. They are classified on the basis of their significance as buildings / structures of 'International', 'National', 'Regional' and 'Local' significance. Celbridge has four buildings of International significance namely, Castletown Walled Garden and Pedimented Arch and Temple, Castletown gates, Round House and Two Lodges, Tea Lane Cemetery including (a) Conolly Mausoleum, (b) Maunsell Mausoleum, (c) Grattan tomb, (d) Ruins of Medieval Church and other graveyard monuments and the Mill. Celbridge also has nine buildings / structures of 'National' significance, Donaghcumper Medieval Church, Rock Bridge, Setanta Hotel, Kiladoon House, Church of Ireland Church and front boundary, Jassamine House, Catholic Church, Celbridge Abbey Wall and Gate House and Kildrought House.

Under the Local Government (Planning and Development) Act 1999 the entire building and curtilage of a protected structure is protected. Property owners are entitled to a Declaration from the Planning Authority outlining the nature and scale of alterations which may be acceptable to a particular structure. Those seeking to alter a protected structure are advised to discuss their proposal with the Planning Department of Kildare County Council before any alteration is made.

2.11.2 POLICY ON THE BUILT ENVIRONMENT:-

- ◆ To advocate the provision of financial incentives by European, national or regional bodies, in order to assist owners of heritage properties and items in their maintenance.
- ◆ To favourably consider proposals for the re-use or change of use of buildings designated as items of artistic, historic, or architectural interest to higher value economic uses, which would not involve the material alteration or destruction of their character.
- ◆ To preserve these items, protect them from unsympathetic development and encourage their use as recreational and tourist resources.
- ◆ To take particular care to preserve and protect all items of archaeological, architectural and historic interest listed for preservation and their environs/setting and not permit development which would destroy or detract from their amenity value.
- ◆ To ensure that important features of other buildings are retained if partial re-development is necessary.
- ◆ To retain, as much as possible, unlisted buildings and vernacular buildings because of their important role in the history and streetscape of the town.
- ◆ To seek the retention and repair of shop fronts of traditional character and design. Where it is proposed to rebuild a shop front, the Council will endeavour to ensure that re-development is carried out in a sympathetic manner.
- ◆ To require archaeological supervision of any excavation for new developments in the Area of Archaeological Potential and in other areas of archaeological importance at the developers expense.

2.12 POLLUTION

Development that causes noise, smell, smoke, soot, grit, dust, vibration or other forms of disturbance can damage the health of people, animals and plants and lead to a deterioration of building materials. Government policy, as expressed in '*Sustainable Development – A Strategy for Ireland*', attaches great importance to controlling and minimising pollution. It advises that relevant agencies should aim to prevent pollution, minimise the risk to human health and the environment; and encourage and apply the most advanced technical solutions.

While the *Environmental Protection Agency* is responsible for the control and monitoring of pollution, Kildare County Council, as planning authority, exercises control over pollution and nuisance primarily through the development control process. The Council will refuse planning applications that are likely to give rise to unacceptable levels of pollution or nuisance, and will adopt a precautionary approach where scientific knowledge is inconclusive.

Some commercial operations can cause environmental problems and harm residential amenity. The Council will encourage these uses to relocate to a more suitable area or to improve operations on site. The Council will seek to control the effect of such uses through the implementation of the Air Pollution Act 1987 and other legislation.

It is the policy of the Council to refuse planning permission for development that may create unacceptable air, water, noise or other pollution or nuisance.

The Council will seek to improve the water quality in rivers and water courses in the town. The Council will minimise the impact on ground water of discharges from septic tanks and other potentially polluting sources.

It is the policy of the Council to implement the provisions of water pollution legislation, in conjunction with other agencies as appropriate.

SECTION 3 - OBJECTIVES**3.1 INTRODUCTION**

This section of the Plan sets out the specific objectives of the Council in respect of the implementation of development by both the public and private sector during the period of this Development Plan. Achievement of these objectives will, in many cases, be dependent upon adequate finance being made available to the Council from Central Government and other sources. Development and Conservation Objectives appear on two maps. One map for the Central Area at a scale of 1:2500 and one further map at scale 1:5000 for the rest of the town. Some objectives are not site specific and thus cannot be mapped.

3.2 RESIDENTIAL OBJECTIVES

R1. Co-ordinate the provision of roads and services to new and existing housing developments.

R2. Ensure a high standard of design, variation in house type, layout, provision of open spaces and landscaping in new residential developments.

R3. Seek to ensure the development of safer housing areas using designs which will facilitate pedestrian movement and restrict or control traffic speeds.

R4. Prohibit ribbon development along all routes out of the town.

R5. Encourage the provision of landscaped pedestrian linkages between and within housing estates.

R6. Preserve, where possible, existing trees and hedgerows along roads and to supplement these where necessary.

R7. Preserve, where possible, hedgerows in the town which act as visually pleasing natural boundaries between housing areas and supplement them where necessary.

R8. Continue the development of the social Housing Scheme at Ballymakealy and elsewhere as identified in this Plan.

R9. Identify and acquire additional lands for social housing.

R10. Continue to co-operate with Eastern Health Board and voluntary bodies in the provision of sheltered housing.

R11. Ensure that infill housing is in keeping with existing development in terms of scale, density, design and finishes.

R12. Protect residential enclaves in or adjoining the town centre from the pressures of encroaching.

3.3 RETAIL / COMMERCIAL OBJECTIVES

RC1. Encourage, where feasible, the use of upper floors both on and off the Main Street for residential and other developments.

RC2. Prohibit new or expanded large-scale retail/commercial uses outside the 'town centre' as these would detract from its role as the main commercial area of the town.

RC3. Encourage appropriately located neighbourhood or corner shops to serve existing and future housing areas.

3.4 COMMUNITY / EDUCATION OBJECTIVES

CE1. Co-operate with the Department of Education, the Vocational Educational Committee for Co. Kildare and school management boards in the development of new schools and the provision of additional facilities for existing schools.

CE2. Ensure that sufficient play facilities are provided for new schools in the town and that play facilities in existing schools are not further reduced.

CE3. Co-operate with the Eastern Health Board and other statutory and voluntary agencies in the provision of health and community social facilities.

CE4. Continue to co-operate with voluntary and sports bodies in the development of the Council lands at Ballymakealy.

CE5 Facilitate the provision of a cultural facility in the town to accommodate a theatre etc.

CE6 Encourage provision of purpose built crèches and playschools in large residential/commercial/retail areas.

CE7 Encourage relocation of St. Bridgid's Primary School to a green field site off Main Street.

3.5 INDUSTRY / WAREHOUSING

IW1. Facilitate the development of industrial, warehousing and distribution uses on land zoned for such purposes having regard to the special amenities of the town.

IW2. Co-ordinate the provision of roads and services to industrial sites.

IW3. Facilitate the development of new industry in under utilised and vacant industrial premises subject to amenity considerations.

IW4 There shall be no occupation of any development in the Industrial zoned area at the north west of the town near the motorway pending completion of the proposed interchange.

3.6 OBSOLETE AREAS AND RENEWAL

OB1. Continue to update surveys of all derelict sites and obsolete areas and to use powers under the Derelict Sites Act 1990 to secure the renewal of these sites and areas.

OB2. Encourage the re-development of disused or underused back lands.

OB3. Complete the Urban and Village Renewal scheme in Celbridge in accordance with the Shaffrey Plan as adopted by Council.

3.7 AMENITY / RECREATION

AR1. Protect and preserve the Gate Lodge, gates and railings of Castletown Demesne at the end of Main Street.

AR2. Protect and preserve "Vanessa's Bower" and environment as a feature of natural beauty and historical interest.

AR3. Protect and preserve amenities of Main Street and encourage the rehabilitation and restoration of facades.

AR4. Protect and preserve views from the bridge over the Liffey, upstream and downstream.

AR5. Protect trees or groups of trees of special amenity value at the following locations through the use of Tree Preservation Orders or by other means at the following locations: -

- (a) on the lands of Donaghcumper;
- (b) on left and right banks of the Liffey from the road bridge to the southern boundary of the "Development Area", including line of osiers at the mill;
- (c) Celbridge Abbey;
- (d) Celbridge Lodge;
- (e) Castletown Demesne, including Castletown Avenue.
- (f) Kiladoon (Northwest of the river)

AR6. Safeguard the following land from development likely to spoil its amenity or open space:

- (a) Lands zoned agriculture or amenity/open space in Donaghcumper Demesne
- (b) Right bank of Liffey from Templemills to road bridge including the environs of Vanessa's Bower.

AR7 (a) protect and preserve views from "Rock" footbridge;

(b) protect and preserve the "Rock" footbridge as a structure of architectural and scenic interest;

(c) investigate the possibility of creating a public right-of-way from right bank of Liffey over footbridge to Clane Road.

AR8. Preserve items of amenity interests such as stone bollards, milestones, stone walls, parapets, etc.

AR9. Protect and retain the view along the river through development areas. Preserve existing river landscape.

AR10. Investigate the provision of an amenity walkway along the north bank of the river at the rear of Main Street.

AR11. Prepare and implement an improvement scheme for the town centre and implement the policy covering shop-fronts, advertising, canopies and roller shutters.

AR12. Co-operate with the Community Council in the redevelopment of the Mill complex as a building of architectural and historical interest and an important feature in the streetscape and the development of a town square/civic space in the area.

AR13. Seek removal of street clutter.

AR14. Co-operate with Duchas - Heritage Service in the conservation and development of Castletown Demesne and House.

AR15. Protect all open space and recreational areas from redevelopment/encroachment by other uses.

AR16. Investigate the possibility of opening up views of the weir by reducing portion of the mill wall along Main Street and developing a town square/civic space.

AR17. To establish a parks department to develop and maintain open spaces.

AR18. Raise funding for existing and new public open spaces.

AR19. Work with community groups in the provision of playgrounds in the town.

AR20. Investigate the provision of a suitable site for scouts/guides in the town.

AR21. Preserve the wild bird habitat at Kilwoghan Bog. Investigate it's designation as an NHA/SAC.

AR22. To maintain a Green Belt between Celbridge and the towns of Leixlip, Lucan, Maynooth and Adamstown.

AR23. To provide a playground at Donaghcumper Estate.

3.8 UTILITY SERVICES - SANITARY SERVICES

US1. Ensure that the necessary drainage facilities to serve the needs of all development are provided.

US2. Prohibit the connection to the sewerage system of any proposed development out of phase with the overall development of the town or where the existing services are committed for other development.

US3. Ensure the separation of foul and surface water effluents through the provision of separate sewerage networks.

US4. Ensure the changeover from septic tanks to mains connections in all cases where this is feasible.

US5. Preserve free from development the wayleaves of all public sewers and water mains.

US6. Maintain and improve existing sewerage services.

3.9 UTILITY SERVICES – WATER & OTHER SERVICES

US7. Provide sufficient water to service all the lands zoned for development in this Plan.

US8. Minimise wastage in the water supply network.

US9. Establish a 7 day street cleaning service in Celbridge.

US10. Provide a Council yard/civic amenity site on Industrial zoned area north west of the town near motorway.

3.10 TRAFFIC AND TRANSPORTATION

T1. To construct the following roads in phase with development and in the interim to protect routes of future roads listed hereunder from development :-

(1) between Clane Road and Willowbrook,

(2) between Dublin Road and the Main Street (including new bridge over the River Liffey at Castletown gates "The Slip") if then deemed to be required.

(3) between Dublin Road and Hazelhatch Road,

(4) between Hazelhatch Road and Newtown / Templemills Road,

(5) between Clane Road and Newtown / Templemills Road (including new bridge over the River Liffey) and to investigate possible alternative lines for this new road and bridge crossing.

(6) any other roads that are required to facilitate the implementation of planning and development objectives.

T2. Carry out the following road improvements:-

- (1) realign and improve Maynooth Road,
- (2) improve and widen the existing road bridge,
- (3) following traffic studies subsequent to the opening of the M4 interchange and the Maynooth Road/Clane Road connection, if then deemed necessary, to provide a bridge over the Liffey at Castletown Gates.
- (4) realign and improve the bend near Setanta Hotel,
- (5) improve and widen some sections of Newtown Road,
- (6) reconstruct the Main Street pavement,
- (7) realign and improve Hazelhatch Road between the Railway Station and the town,
- (8) resurface some sections of Oldtown Road,
- (9) resurface some sections of Maynooth Road,
- (10) resurface sections of Loughlinstown Road, and provide public lighting.
- (11) continue the improvement of the Dublin road to the Country boundary.
- (12) reconstruct the Kilwoghan Road.
- (13) provide traffic calming measures particularly in residential areas and near schools.

T3. Improve the junctions:-

- (i) between Clane road and Church road,
- (ii) between Clane road and Main Street,
- (iii) between Hazelhatch, Templemills road and Dublin road,
- (iv) between Maynooth road and Main Street,
- (v) between Loughlinstown road and Dublin road.

T4. Provide footpaths and public lighting :-

- (1) on both sides of Clane Road between the development boundary and the existing footpath,
- (2) on the south side of Hazelhatch Road between the town and the Railway Station,
- (3) on the east side of Newtown Road between the town and the development boundary,
- (4) on the south side of Oldtown Road between the National School and Clane Road.
- (5) refurbish Main Street footpaths, in sympathy with the Georgian character of the town.
- (6) resurface footpaths on Dublin Road.
- (7) resurface and provide footpaths at some sections of Maynooth Road.

T6. To investigate sites for further public car parks and acquire the most suitable and to regulate on street parking in the town centre.

T7. Ensure the provision of permanent macadam surface to all, private and public car parks.

T8. To provide the Celbridge link road from the Maynooth road to the proposed interchange on the M4.

T9. To seek inclusion of Celbridge in Dublin Taxi-Metre Area.

T10. To seek the development of a Secure Park and Ride facility at Hazelhatch Rail Station.

T11. To examine the options for further river crossings including from the Clane Road to the Ardclough Road and any other options that may be identified through the proposed Land Use and Transportation Study.

T12. To examine the feasibility of a river crossing at Celbridge Abbey.

T13. To examine the possibility of carrying out the road improvement works on the Newtown road, on the Liffey side of same.

3.11 TOWN CENTRE OBJECTIVES

TC1. Preserve the townscape character of the town centre with its pattern of two-storied buildings with pitched slated roofs. This will be achieved principally through the development control process and through the provision of advice to developers.

TC2. Remove overhead cables and wires within the town centre.

TC3. Strictly control advertising and seek to remove existing established signage which is visually obtrusive or out of scale and sympathy with the character of the town centre, in particular, neon and plastic signs.

TC4. Preserve the area of archaeological potential shown on Central Area map as a site of archaeological interest / importance. In any permission for development (which would comprise excavation works, alterations or demolition) it is the policy of the Planning Authority to require the developer to employ at his/her expense a professional archaeologist to record any archaeological remains encountered and to supervise all excavation works

within the Area of Archaeological Potential identified on the 'Development and Conservation Objectives' map and in any other areas of archaeological importance.

TC5. Ensure that the existing character of the historic street pattern be retained. In particular, the line of the Main Street and adjoining streets will be retained and reinforced where necessary, through control on building lines and other planning restrictions.

3.12 AGRICULTURAL OBJECTIVES

A1. Protect agricultural uses from encroachment by urban development uses beyond that needed to cater for the orderly expansion of the town.

3.13 CONSERVATION OF THE BUILT ENVIRONMENT

P1. Secure the preservation of certain items of artistic, historic or architectural interest in Celbridge which are listed in Table 3.1 below.

P2 Develop the tourist and recreational potential of the items listed where possible and appropriate.

P3 Assist owners of such properties in their maintenance and repair through advice, and through advocacy with Central Government and the relevant bodies such as the National Heritage Council for the provision of financial incentives for their upkeep.

P4 Favourably consider proposals for the re-use or change of use to higher value economic uses, which will not involve the material alteration or the destruction of the character of items of artistic, historic or architectural interest.

P5 Preserve their environs and setting, and to prevent or exclude any development which would destroy or detract from their amenity value.

P6 Preserve views and prospects of these items. All such views and prospects are considered by the Council to be of special amenity value and/or special interest.

P7 Provide stone wall around the famine graveyard.

The following is the list of items of historic, architectural or architectural interest to which the foregoing objectives apply.

TABLE 3.1. ITEMS OF ARCHITECTURAL, ARTISTIC OR HISTORIC INTEREST WORTHY OF PRESERVATION.

REF.	ITEM AND LOCATION	DESCRIPTION	RATING
IP 1	Castletown Walled Garden and Pedimented Arch and nearby Temple	Walls and Buildings	International
IP 2	Donaghcumper Mediaeval Church	Ruins	National
IP 3	Stone Farmhouse, Newtown	Building	Local
IP 4	Temple Mills	Buildings	Regional
IP 5	Rock Bridge, Celbridge Abbey	Bridge	National
IP 6	Setanta Hotel	Building, Entrance Gates and Lodges	National
IP 7	Killadoon House	Building & Farmyard	National
IP 8	Castletown Gates, Round House and 2 Lodges	Gates, Piers, Walls, Railings & Buildings.	International
IP 9	Church of Ireland Church and front boundary	Building, walls	National
IP 10	Former National School (Rear of Church of Ireland)	Building	Local
IP 11	Jassamine (Mulligan) House	Building	National
IP 12	Roseville House	Building	Regional
IP 13	Michaelangelos	Building	Regional
IP 14	Catholic Church	Building & Walls	National
IP 15	St. Brigid's Convent	Building	Local
IP 16	Gogarty's	Building & shopfront	Regional
IP 17	J. Norris	Building	Local
IP 18	Celbridge Lodge	House, Cottage & Entrance Gates	Regional
IP 19	Oakley Park House	Building	Regional
IP 20	Tea Lane, Cemetery (a) Conolly Mausoleum (b) Maunsell Mausoleum (c) Grattan Tomb (d) Ruins of Medieval Church and other graveyards monuments	Ancient Site, Buildings, Ruins, Boundary Walls, Tombs and Gates	International
IP 21	Celbridge Abbey, wall and gate houses	Buildings	National
IP 22	The Mill Manager's House	Building	Regional
IP 23	The Mill	Buildings	International
IP 24	Former Toll House	Streetscape	Local
IP 25	The Abbey School	Building	Local
IP 26	T. Boylan House	Building	Regional
IP 27	Paddy Powers	Building	Regional
IP 28	Paisley House	Building	Local
IP 29	George Finey 1724 House with plaques	Building	Regional
IP 30	Barry House and Wings	Building	Regional
IP 31	Kildrough House	Building	National
IP 32	Carpet Shop and Court News	Buildings	Local
IP 33	Landscape House	Building	Local
IP 34	Parochial House	Building	Local
IP 35	Abbey Tavern	Building	Local
IP 36	Former Workhouse (Paint Factory)	Building	Regional
IP 37	Famine Graveyard	Ancient Site	Local

3.14 ACTION AREA PLANS/LOCAL AREA PLANS

AP1 To prepare an Action Area Plan for the town centre area in the vicinity of Main Street and the east side of the Liffey in Donaghcumper in accordance with the policy set out in paragraph 2.7.4 above. No development shall take place on the lands zoned in Donaghcumper before the preparation by Kildare County Council of the Action Area Plan and any development proposals thereafter shall accord with the Plan.

Kildare County Council is examining the preparation of Strategic Land Use and Transportation Studies for a number of major towns in the county. It is envisaged that such a plan will be prepared for Celbridge and this process will be put in place early in 2002 and should be completed within a period of six months from initiation. Having regard to this and the limited residential zoning in this plan it is proposed that a Local Area Plan will be commenced immediately following the completion of the Study for whatever lands may be deemed appropriate at that stage.

3.15 LAND USE ZONING OBJECTIVES

ZONING AND LAND USE

The purpose of land use zoning is to indicate the types of development the Council considers most appropriate in each zone of the town. In the control of development, zoning seeks to delimit competing and incompatible uses so as to promote greater environmental quality. Table 3.2 contains a matrix lists which outlines the more common forms of development and indicates in which zones particular development would normally be permitted, open for consideration³, or not permitted⁴.

It is an objective of the Council to carry out its development control function in accordance with the Matrix Table as shown in table 3.2. The matrix is for general guidance only and it should not be assumed that if a proposed development complies with the Matrix Table (i.e. normally permitted), it will necessarily be accepted. Factors such as density, height, traffic generation, design criteria, impact on amenities and adjoining properties and physical

³ Uses other than the primary use for which an area is zoned may be permitted, i.e. they are open for consideration, provided that they are not in conflict with the primary use zoning objective.

⁴ Uses which conflict with the primary use zoning will not be permitted.

environmental factors are also of importance in establishing whether or not a development proposal conforms to the proper planning and development of the town. (Guidelines and standards on these matters are set out in Section 4 - Development Control)

The following zones have been identified:

- A. Retail/Commercial
- B. Existing Residential/Infill
- C. New Residential Development
- D. Residential/Commercial
- E. Amenity/Open Space
- F. Community/Education
- G. Industrial/Warehousing
- H. Agriculture
- I. General Development
- J. Traveller Accommodation

A. Retail / Commercial: *To protect and enhance the special character of Celbridge town centre area and to provide for and improve retailing, commercial, office, cultural and other uses appropriate to the town.*

In this zone the Council will encourage the use of existing buildings and backlands and the full use of upper floors of premises. The aim of the Council will be to protect and improve the character of Main Street and to retain a mix of uses in the town centre area. However certain uses, such as warehousing and general industrial uses, because of their particular requirements are best located outside the town centre area.

B. Existing Residential / Infill Zone: *To protect and improve the amenities of existing residential areas.*

Within this zoning category the improved quality of residential areas will be the council's priority. Such areas, particularly where bordering the commercial town centre, will be protected from the pressures of higher order uses such as retail and office development. Where appropriate infill housing/apartment development will be permitted in this area. Infill housing will not be permitted in public open spaces in estates not in the charge of Kildare County Council.

C. New Residential Zone: *To provide for and improve new residential areas and for associated local shopping and other services incidental to new residential development.*

Housing is the primary use in this zone but recreation, education, crèche/play-school, clinic/surgery uses, sheltered housing and small corner shops are also envisaged. Permission may also be granted for home based economic activity in this zone. Uses which would be detrimental to residential amenities will not be permitted. These include such uses as industry, warehousing and repair garages.

D. Residential / Commercial Zone: *To encourage a mix of residential and commercial uses.*

This zoning reflects the established mix of residential and commercial uses in a number of areas of the town. Developments of a residential or commercial nature will be favoured by the council provided they compliment the existing uses of the area.

E. Open Space / Amenity Zone: *To protect, provide for and improve open spaces for amenity or recreational purposes.*

Only developments which contribute to the improvement of, and which are complementary to open space, amenity or recreational facilities will be permitted within this zone. Permitted development should therefore be compatible with the council's objective that these areas be retained and / or developed as amenity/ open space/ recreational space.

F. Community / Education: *To protect and provide for the further development of community and educational facilities.*

This is the main community zone and relates to all religious, educational and public facilities such as schools and health centres. The zoning aim is to protect existing facilities and ensure further provision in the future. Such provision is essential in maintaining viable and stable communities within the town.

G. Industrial / Warehousing: *To provide for new and existing industrial and warehouse development.*

Any proposed development in the industrial / warehousing area will require special consideration having regard to amenities and the proper planning and development of the area. Out of town shopping centres and retail warehouses will not be permitted in this zone.

H. Agriculture: *To ensure the retention of agricultural uses and especially the bloodstock industry and woodlands and to protect them from encroachment by urban sprawl and ribbon development.*

The area zoned agriculture within the development boundary is an area of agriculture priority where agriculture activities are of primary importance and where development which would impair the viability of farming will not be allowed. Uses which are directly associated with agriculture, or which would not interfere with such use are open for consideration.

I General Development: *This zoning allows for a mix of uses.*

However, in such a zone it is important to avoid abrupt transitions in scale and use at the boundary of adjoining land use zones and also to avoid developments that would be detrimental to amenity.

J Traveller Accommodation: *This zoning is intended to facilitate the provision of accommodation for Travellers*

NON-CONFORMING USES

It is not intended that existing uses within the zones outlined in this Plan which appear to be inconsistent with the primary use zoning objective should be curtailed. All such cases, where legally established by continued use for the same purpose prior to October 1st, 1964 or by a planning permission, shall not be subject to legal proceedings under the Acts in respect of the continued use. Where extensions to, or improvement of, premises accommodating these uses are proposed, each shall be considered on its merits.

USES NOT INDICATED IN TABLE

Uses not specifically indicated in the Matrix Table will be judged on their merits and reference to the most appropriate use of a similar nature indicated in Table 3.2 and their impact on amenity and proper planning and development of the area.

Table 3.2 MATRIX TABLE

I = Normally Permitted	O = Open for Consideration		X = Not Permitted						
	A	B	C	D	E	F	G	H	I
House	I	I	I	O	X	X	X	O	O
Flat	I	I	I	O	X	X	X	X	O
Guest House / Hotel	I	O	O	O	X	X	X	O	O
Restaurant	I	O	O	O	X	X	X	O	O
Pub	I	O	O	O	X	X	X	X	O
Retail Shop (Convenience)	I	O	O	O	X	X	X	X	O
Retail Shop (General)	I	X	X	O	X	X	X	X	O
School	O	O	O	O	X	I	X	O	I
Medical and Related Consultant	I	O	O	O	X	O	X	X	I
Health Centre Clinic	I	O	O	O	X	O	X	X	I
Nursing Home	O	O	O	O	X	O	X	O	I
Community Halls	O	O	O	O	O	I	X	O	I
Sports Clubs (Grounds)	O	O	O	O	O	O	O	I	I
Recreational Buildings	O	O	O	O	O	I	O	O	I
Cultural Uses - Library / Art Gallery	I	O	O	O	O	I	X	O	I
Offices	I	X	X	O	X	O	O	X	O
Car Repair, Garages & Panel Beating	X	X	X	O	X	X	O	O	O
Agricultural Machinery Outlet	X	X	O	X	X	X	O	O	O
Petrol Station	X	X	X	O	X	X	O	O	O
Motor Sales Outlet	O	X	X	O	X	X	O	X	O
Car Parks	I	O	O	O	X	O	O	O	O
Heavy Commercial Vehicle Parks	X	X	X	O	X	X	O	O	N
Cinema, Dance Hall, Disco	I	X	X	O	X	X	O	X	O
Wholesale warehouse	X	X	X	O	X	X	O	X	O
Repository	X	X	X	O	X	X	O	X	O
Industry	X	X	X	X	X	X	O	O	N
Light Industry	O	X	X	O	X	X	O	O	O
Workshops	O	X	X	O	X	X	O	O	O
Major Playing Fields	O	O	O	X	I	I	O	I	I
Place of Worship	I	O	O	O	O	I	X	X	O
Park/Playground	I	O	O	O	I	I	X	O	I
Tourist/Camping Site	X	X	X	O	X	X	X	O	O
Tourist Caravan Park	X	X	X	O	X	X	X	O	O
Cattle Shed/Slatted Unit	X	X	X	X	X	X	O	I	N
Broiler House	X	X	X	X	X	X	O	I	N
Stable Yard	X	X	X	X	O	X	O	I	N
Amusement Centre/Arcade	X	X	X	X	X	X	X	X	N
Take-Away	O	X	X	X	X	X	X	X	N
Utility Structures	O	O	O	O	O	O	O	O	O
Play School/Crèche	O	O	O	O	X	O	O	O	I

ZONING OBJECTIVES	
A	RETAIL/COMMERCIAL
B	EXISTING RESIDENTIAL/INFILL
C	NEW RESIDENTIAL
D	RESIDENTIAL/COMMERCIAL
E	AMENITY/OPEN SPACE
F	COMMUNITY/EDUCATION
G	INDUSTRIAL/WAREHOUSING
H	AGRICULTURAL
I	GENERAL DEVELOPMENT

SECTION 4 -DEVELOPMENT CONTROL STANDARDS AND GUIDELINES**4.1 INTRODUCTION AND REVIEW**

The purpose of this section of the Plan is to ensure a high standard of design, layout and function for all development for which planning permission is necessary under the Planning Acts and Regulations, to conserve what is good in the existing built and natural environment, and to protect the amenities of the town.

Development Control will be exercised by the Council in a positive manner, having regard to the provisions of the Local Government (Planning and Development) Acts, and in accordance with the proper planning and development of the town, its amenities and the Councils policy and objectives for the town.

4.2 ZONING

The Council will seek to secure the development of lands and properties in accordance with the Zoning Objectives set out in Section 3 of this Plan and in map no. 1.

4.3 SITE COVERAGE & PLOT RATIO

Site coverage standards are intended to avoid the adverse effects of over development. Site coverage is calculated by dividing the total area of ground covered by buildings by the total ground area within the site curtilage. The maximum site coverage shall be 50% for residential development and 66% for industrial, retail and commercial development. Within the Town Centre Zone, the maximum site coverage shall be 80% for all development.

A particular site coverage standard shall be acceptable only where it is consistent with other standards such as open space requirements, car parking, plot ratio, building lines and building heights, fire safety and building regulations and the amenity of adjoining dwellings.

The purpose of plot ratio standards is to prevent the adverse effect of over-development on the layout and amenity of buildings on the one hand and to ensure an adequate sense of enclosure and the efficient and sustainable use of serviced land on the other hand.

Plot ratio is the gross building floor area divided by the gross site area. The gross floor area is the sum of all floor space within the external walls of the buildings, excluding plant, tank rooms and car parking areas. The gross site area is all lands within the curtilage of the site. Generally the maximum plot ratio shall be 1.0 for all development.

4.4 RESIDENTIAL DESIGN STANDARDS

4.4.1 RESIDENTIAL DENSITIES

The Department of the Environment and Local Government recently published *Residential Density Guidelines for Planning Authorities*, which identifies that increased residential density has the following benefits.

- more economic use of existing infrastructure and serviced land;
- a reduced need for the development of green field sites, urban sprawl and ribbon development;
- reduced need for investment in new infrastructure;
- better access to and improved viability of existing services and facilities; and
- more sustainable commuting patterns.

The Guidelines identifies the Development Plan and the exercising of development control functions as a way for planning authorities to take effective action to achieve higher levels of residential density. The guidelines also identifies the Development Plan as method of recognising the importance of achieving higher residential densities in appropriate areas such as brownfield sites, sites in proximity to town centres and public transport nodes in the interest of providing a more sustainable residential development pattern.

Whilst higher development densities will be promoted by the Council, it is recognised that over-development of sites can have an adverse effect on the amenity of adjoining properties and areas, can give rise to significant levels of traffic and has implications for the provision of private open space. The Council recognise that a high quality of design and layout and a good quality living environment, including the availability of proper shopping, transport, community, recreational and leisure infrastructure, are essential if increased residential densities are to be acceptable.

Subject to the over-riding standards for private and public open space, car parking, plot ratio, site coverage and building heights, the indicative densities for various types of residential development are identified in table 4.1. These standards may be altered in the light of planning advice and guidance from the Department of the Environment and Local Government and revised legislation.

Where the Planning Authority grants permission for higher density developments, the Council reserves the right to request developers to contribute towards the cost of providing larger areas of open space and/or recreational facilities elsewhere in the town. A proportion of the development may also be required to be made available for social and/or affordable housing.

Table 4.1 Indicative residential densities per acre

	Maximum residential density per acre
2 storey buildings of apartments	24 dwelling units
Terraced housing and maisonettes⁷	14 dwelling units
Semi-detached houses	10 dwelling units
Detached houses	8 dwelling units

While the above densities will be applicable generally it should be noted that the residential zoning at Donaghcumper Estate is specifically limited to low density housing of not more than four dwelling units per acre.

4.4.2 DESIGN OF LAYOUTS

Layouts for residential development should be designed to create a strong sense of identity for residential areas.

Where land is being developed for housing the following considerations will be taken into account in the assessment of the proposal:

1. The need for land to be used economically;

⁷ For the purpose of this plan a house and maisonette is defined as a dwelling with its own external access. An apartment, flat or duplex is a dwelling accessed from an internal lobby or hallway.

2. The capacity of the physical and social infrastructure to cater for the design population;
3. The adequacy of present and future community facilities;

4. The safety of proposed layouts and the capacity of existing roads to absorb future development;
5. Adequate provision for car parking, open space, landscaping and planting; and
6. Integration with existing development and the preservation of features on site.

While residential estates may be laid out in the traditional manner of roads, cul-de-sacs, footpaths and verges, the Council will welcome more innovative layouts. Well designed cluster layouts can create environments at higher residential densities.

The Council encourages a mix of residence sizes and layouts. Apartments, maisonettes, terraced housing, detached and semi-detached housing can be combined to create interesting and innovative layouts while at the same time ensuring the most efficient use is made of the land available.

Terraced housing can create a stronger sense of enclosure than semi-detached or detached houses. The judicious siting of single aspect housing where private open space to the front of the house is minimal, can reduce the apparent width of the roadway, again helping to define and enclose a semi-private space and acting as a traffic calming measure.

Housing schemes designed in accordance with An Foras Forbatha's 'Streets for Living' (1976), Places, Streets and Movement (DETR, London, 1998) the 'Essex' and 'Cheshire' design guides (published by the relevant English County Councils) shall be particularly encouraged. The Planning Authority will give advice to estate designers and builders and may permit a higher density where 'courtyard' or 'precinct' type layouts are proposed.

Proposals for large residential development (75 units or more) should be presented in the context of a local area plan where access for residents to public transport, schools and child-care facilities, shops and recreational facilities are all clearly indicated. The proposed management and on-going maintenance of public open space within the scheme should also be included.

This shall be a direct responsibility of the developer to secure that the estates are taken in charge at an early date.

Developer's attention is drawn to the recommended standards of the *Childcare Facilities; Consultation of Guidelines for Planning Authorities (and as subsequently amended)* issued by

the Department of Environment and Local Government, to which the planning authority will have regard.

4.4.3 ROAD LAYOUTS IN RESIDENTIAL AREAS

The layout and detailed design of roads is crucial to the shaping of all developments. Road layouts should be considered as part of the overall concept and should not be the starting point of the design layout. Housing layouts dictated solely by the geometry and size of roads lead to bland, anonymous residential housing estates with no 'sense of place' or neighbourhood.

Instead, the arrangement of buildings to create enclosure and a sense of space with which residents can identify should be the primary consideration. Traffic demands generated by the resultant layout can then be checked against the requirements of road engineering standards. In this way attractive urban forms, where security for pedestrians, cyclists and children is paramount, can be created. 'Traffic calming', to ensure low ambient traffic speeds, can be designed in to the layout from the outset, rather than added as an afterthought.

Distributor road must be not less than 7.3m wide.

For more detailed guidance on the design of road layouts the designer is referred to *Design Bulletin 32, Residential Roads and Footpaths – Layout Considerations, (2nd edition)* published by the British *Department of Environment, Transport and the Regions*. This guide sets out minimum carriageway widths for the free movement of traffic. Areas for other functions, such as parking or cycle lanes, should be included as an addition to the minimum widths. The *DOELG Recommendations for Site Development Works for Housing Areas (1998)* standards are also acceptable.

4.4.4 CAR PARKING IN RESIDENTIAL AREAS

Car parking standards are laid out in table 4.2. Car parking should be within the curtilage of the site where possible. While grouped car parking is acceptable, for security reasons car parking should always be overlooked by housing. No more than 10 car parking spaces should be grouped together. The visual impact of large areas of car parking should be reduced by the judicious use of screen planting, low walls and the use of different textured or coloured paving for car parking bays.

4.4.5 SUB-STANDARD DEVELOPMENT

New dwellings that closely overlook the rear curtilage of existing dwellings will not normally be permitted. Houses located in a piecemeal fashion to the rear of existing houses, with inadequate independent road frontage and that do not form part of a comprehensive development plan for a particular area, are considered to represent sub-standard development and will not normally be permitted.

4.4.6 PEDESTRIAN AND CYCLE ACCESS

The Planning Authority intends that provision be made for main pedestrian and cycle links between the various centres of activity in the town and between the town centre and residential areas.

New pedestrian routes should be designed with the security and safety of users and residents in mind. Generally, people prefer to walk along roads and streets where they can be seen by drivers, residents and other pedestrians. If segregated pedestrian routes are to be provided, they must be well-connected, well lit and overlooked by houses and other buildings. Pedestrian routes through backland areas are unacceptable.

Layouts should be designed to encourage cycling, including cycling by unaccompanied children over 12 years. Where possible roads should be designed to be safe for cyclists. Where cyclists and pedestrians share the same space a raised kerb and different coloured paving is helpful in segregating cyclists from pedestrians.

4.4.7 PRIVATE OPEN SPACE

Privacy is an essential part of human living and is particularly important in relation to homes. Private open space should be designed for maximum privacy and orientated for maximum sunshine and shelter. Access and layout should ensure normal household activities such as refuse and fuel storage, clothes drying etc. can be carried out comfortably. The Council will also seek to ensure that neighbouring residential amenity is protected. Boundaries to rear gardens will normally be not less than 1.8m high.

An absolute minimum private open space of 55 m. sq. will be required for all houses. Generally, the standards to be applied for private open space provision per bed space⁸ are 16 sq. m. for houses and maisonettes and 10 sq. m. for apartments and flats. (Thus a standard 3 bedroom house, with one single bedroom and two double bedrooms, would require private open space of not less than 80 m. sq. Private open spaces shall exclude car parking bays. In addition a minimum of 22m will

normally be required between directly opposing rear first floor windows. A minimum of 2.5 m should be provided between dwellings so as to provide access for maintenance.

In innovative designs, where a mix of houses, maisonettes and apartments with semi-private and communal open spaces, is proposed, private open space may be provided in the form of courtyards, balconies, terraces and patios. In such cases adequate alternative provision for storage and laundry must be provided.

4.4.8 PUBLIC OPEN SPACE AND LANDSCAPE CONSIDERATIONS

The primary functions of open space in housing areas are aesthetic and recreational. The purpose of the open space being provided, whether for small children playing close to their homes, larger open 'kick about space' for older children or smaller pockets of visual delight, should be clear and the space designed and landscaped accordingly.

^a A bedroom of between 6.5 and 10.5 sq.m. is considered to be one bed-space while a bedroom of more than 10.5 sq.m. above is considered to be two bed-spaces.

Open spaces should be provided on a hierarchical system with areas intended for small children sited within sight of their homes and larger 'kick about' areas more remote from houses.

Attention must be paid to the proportions and gradient of open space. Long narrow spaces and steeply sloping land will generally be unacceptable.

Open space must be considered as an integral part of the design and should always be overlooked by as many houses as possible. Housing backing on to public open space is not acceptable. Incidental space and 'space left over after

Planning' will not be acceptable as open space provision. Areas of road, grass margin, car parking and communal open space not accessible to the general public shall not be considered open space.

Generally public open space in new residential development, in excess of private space attached to dwellings, shall be provided at the rate of 12 sq. m. per bed-space for houses and 10 sq. m. per bed-space for apartments.

Where, in the opinion of the Planning Authority, it would not be in the interests of the proper planning and sustainable development of the area to require the provision of open space to the above standards, the Planning Authority may require a developer to pay a stated sum of money towards the cost of providing open spaces and/or recreational facilities elsewhere in the town.

Thus, the developer may be required to contribute towards the cost of recreational facilities elsewhere in the town, rather than provide additional open space in the immediate vicinity. Such a requirement will be in the form of a condition attached to the grant of planning permission.

Developers will be required, at their expense, to vest all open spaces in the Council ownership as public open space in the taking-in-charge of the estate. Pending the establishment of a Parks Department by the Council all public open spaces are privately maintained. A management plan for the maintenance of public open space should therefore be provided as part of the development proposal. This plan will outline that the developer must maintain the open spaces until the estate is taken in charge.

Landscaping is an integral part of any development and should be designed for long term ease of maintenance. The potential of existing site features should be fully explored and planning applications should include an accurate landscape survey plan. Wherever possible, existing healthy trees should be protected and integrated into the development.

The landscaping should be appropriate to the function of the space and proposed long term maintenance plan. Thus, while seeding with grass may be appropriate for larger 'kick about spaces', grass cutting requires high maintenance. Tree and shrub planting, or decorative paving, are lower maintenance alternatives which may be more appropriate in smaller and highly trafficked spaces.

Generally developments should include new trees within the site at a ratio of at least two trees per dwelling. Garden areas should be adequately landscaped. Rear gardens should be treated with a 300mm minimum cover of consolidated top soil, and front garden areas with grass, shrubs or paving.

Where town centre or infill development is proposed, particularly apartments and flats, a reduction in the levels of public open space provided per unit may be considered acceptable if the quality of building and landscape design is sufficiently high. Developers will be

required to provide sufficient detail in their applications, including a detailed planting schedule, fully rendered drawings and samples of proposed materials for such an assessment of quality to be made.

4.4.9 APARTMENT DEVELOPMENTS

Apartment developments should be of high quality, incorporating car and bicycle parking facilities (see tables 4.2 & 4.3) and refuse storage areas for the use of all residents. Refuse stores should be conveniently located, well ventilated and comply with all public health and fire safety requirements. A minimum internal storage areas of 5 cubic metres should be provided within each unit. Where combined kitchen/living areas are proposed, the apartments should have separate facilities for clothes washing and drying.

Entrance hallways, stairs and corridors should be well designed with good lighting and ventilation. Vertical and horizontal circulation should be arranged so that corridors do not extend more than 15m from a widened 'landing' area, that should include natural lighting where possible. Corridors should be widened at entrances to apartments. Service ducts serving two or more apartments should, as far as practicable, be accessible from common circulation areas for maintenance purpose. The number of apartments served by a single lift/core should not exceed 30 units.

Private open space for apartments should ideally be provided in the form of terraces, balconies or patios directly accessible from each individual apartment. However the provision of some or all of the space as communal open space may be acceptable. In such cases a management plan for the maintenance of the space must be provided.

The Council requires that an adequate level of public open space be provided for residents (see par. 4.4.8). Where it is not possible to provide an adequate level of open space on the site of the apartment block the developer will be required to make a contribution to the Council towards the provisions of public open space that facilitates the occupants of the apartments.

4.4.10 INFILL DEVELOPMENT

Infill development policies apply to areas that are largely built up and where the proposal is not of such a scale that it represents a major addition, to, or redevelopment of, the existing physical fabric. The design of new development in these areas must be in sympathy with the existing character and must protect and, where possible, enhance amenity. Proposed development must have due regard to the surrounding environment and the predominant

design features, the existing residential density and the existence of particular elements such as groups of trees, listed buildings or open spaces. Infill development shall not be permitted on open spaces not taken in charge.

It is an objective to seek to provide public open space to Development Plan standards in infill areas. However where this is not possible or desirable, the Council may require a financial contribution towards the improvement of existing open space or recreational facilities.

4.4.11 STREET LIGHTING

Street Lighting could be least to the standards set out in the ESB publication *Public Lighting in Residential Estates*. Pedestrian links must also be illuminated. All electrical cabling is to be underground. Lighting levels within a development must create a secure environment. Dark corners and alleyways should be avoided. Lamp posts in prominent positions can help to define an area. Two lamp posts at the entrance to a road or estate, for example, can be used to form a gateway, which will help mark the area as special, in which drivers should behave differently.

4.4.12 ROAD NAMES

Bilingual road names of the standard Council type shall be erected on all housing estate roads. It is the policy of the Council that names of residential developments should reflect local and Irish place names. The naming of residential estates shall be approved by the Planning Authority as part of the planning approval process in order to avoid duplication or confusion. All dwellings will be provided with numbers visible from the public road. Signs shall indicate the house numbers on a particular road.

4.4.13 STANDARDS OF CONSTRUCTION

Standards of construction of roads, footpaths, sewers and drains shall be as set out in the DOELG publication *Recommendation for Site Development Works for Housing Areas (1998)*. Arrangements shall be made during construction work to allow monitoring by Council Staff.

4.4.14 SERVICES

All services, including electricity, telephone and TV, shall be provided underground. Provision should be made for the siting of transformer stations, control boxes, pumping stations and other necessary service buildings in unobtrusive locations. Siting so as to cause obstructions to pedestrians, the disabled, cyclists and traffic will not be acceptable. Early discussions with utility companies are advisable. Pole mounted equipment such as transformers will not be permitted.

To protect all services must be a minimum 300mm below ground level under grass verges and 600mm below roads, footpaths and other paved areas. Water services must be a

minimum 600mm below ground level in all cases. Landscape features and utilities should be co-ordinated, with services bunched where necessary, to avoid tree pits. As part of traffic calming measures developers shall be required to provide "Children at play signs" at strategic locations.

4.4.15 All green areas fronting distributor roads shall be provided with one metre high walls topped by railings in the interests of pedestrian safety.

4.4.16 The design of housing estates should be as such as to avoid/prevent speeding by motorists.

4.5 INDUSTRIAL AND COMMERCIAL DEVELOPMENT

All industrial development shall be of a high standard of design. Location, layout, access, landscaping, tree planting, architectural treatment, water supply, drainage and effluent disposal are the principle factors that will be considered by the planning authority in examining planning applications for such development. In addition, sufficient car parking space shall be provided to serve all employees and visitors as well as loading and off loading purposes.

4.6 RETAIL DEVELOPMENT

The town centre (as defined in this Plan) will be protected as the principal shopping area. Out-of-town centre shopping will not be allowed as it is considered that it would undermine the role of the town centre and interfere with the proper planned development of the town. However, provision has been made in the zoning objectives for small neighbourhood shops within the Existing Residential/Infill zone. Where such shops are permitted, they shall be limited to 70 square metres in size for any unit. They shall be located away from through routes and shall be within walking distance of the residential area they are intended to serve (i.e. no more than 500 metres). Where possible neighbourhood shops should be provided in conjunction with other community facilities and neighbourhood services (e.g. doctors clinics, crèches, etc.). Take-aways will not be permitted in these neighbourhood centres.

4.7 INFILL DEVELOPMENT

This concerns proposed development in areas which are largely built up and where the proposal does not represent, in its scale of development, a major addition to, or re-

development of, the existing physical fabric. Aside from issues of land use, the design of the proposed development in these areas must be in sympathy with the character of the area and must protect and, where possible, enhance the present amenities. Proposed design must have due regard to the predominant design features, the existing residential density and the existence of particular elements such as steeples, towers, groups of trees, listed buildings, open spaces etc. In all infill development, the proposed development should blend with neighbouring structures and enhance the overall town.

4.8 PARKING

In all developments the Planning Authority will normally require the provision of car parking spaces within or convenient to the site of the development. The provision should be based on the extent to which the development is likely to generate demand for additional parking spaces. The parking standards given in Table 4.2 shall apply.

Table 4.2 Car Parking Standards

Type of Development	Relevant Car Parking Standards
House and flats (3 bedrooms or less)	1 car spaces per dwelling unit + 1 visitor's space per 2 dwelling units
Houses (more than 4 bedrooms)	2 car spaces per dwelling unit
Student Residences	1 car space per 4 bedrooms
Shops (< 250 sq.m. gross)	1 car space per 24 sq.m. of gross floorspace
Shops (250 – 1,000 sq. m. gross)	1 car space per 18 sq.m. of gross floorspace
Large stores (>1,000 sq. m. gross)	1 car space per 12 sq.m of gross floorspace
Banks, Financial institutions	1 car space per 14 sq.m. of gross floorspace
Offices (towncentre)	1 car space per 25 sq.m. of gross floorspace
Office Park	1 car space per 20 sq.m. of gross floorspace
Industry/manufacturing	1 car space per 33 sq.m. of gross floorspace
Warehousing	1 car space per 100 sq.m. of gross floorspace
Theatre, cinema, church, stadium	1 car space per 3 seats
Hotels, guest houses (excl. function rooms)	1 car space per bedroom
Lounge bars	1 car space per 3.75 sq. m. of public floorspace
Restaurants	1 car space per 4.5 sq.m. of public floorspace
Take-aways	1 car space per 18 sq. m. gross floor area
Function-room, dance halls, clubs	1 car space per 3 sq.m.
Playing fields	15 car spaces per pitch
Primary Schools	1.2 car space per classroom
Secondary Schools	2 car spaces per classroom
Nursing Homes	2 car space per 2 bedrooms
Hospitals	1.5 car spaces per bed
Clinics and Group Medical Practices	2 car spaces per consultant

Note: Large developments may be assessed separately with regard to the circumstances

The Council reserves the right to alter the above requirements having regard to the circumstances of each particular development and the proper planning and sustainable development of the area.

In addition to car parking standards sufficient space will be required within the curtilage of the site for all service vehicles in the operation of the business or building.

The minimum size for a car parking space shall be 2.4m x 4.8m and circulation aisle 6m wide. Loading bays shall be a minimum 3 x 6m.

Where the provision of car parking is required by this plan, such provision will normally be met by providing the required spaces within the curtilage of the development or where, in the opinion of the Council, it would be impracticable for individual developers to provide for on-site parking, by a contribution in accordance with the powers contained in the Local Government (Planning and Development) Acts, 1963 to 1999.

Credit will be given for existing authorised use in calculating the above standards.

4.8.1 PARKING FOR THE DISABLED

In addition to the above, all developments must make provision for car parking for the disabled in accordance with the recommendations of *You Can Park Here*, published by ABLE.

4.8.2 BICYCLE PARKING

The planning authority will require the provision of a minimum level of cycle parking facilities in association with new development and a change of use. Where the provision of cycle parking facilities are intended for use by the staff of that particular development stands should be located within the curtilage of the development to ensure effective security and supervision. Cycle stands for use by visitors should be located convenient to the entrance of buildings, and positioned so as to ensure safety, security and supervision.

Table 4.3 Bicycle Parking Standards

Type of Development	Relevant Cycle Parking Standards
House and flats	1 stand per dwelling
Student Residences	1 stand per bedroom
Shops	1 stand for every 200 sq.m. of gross floorspace
Supermarkets and large stores	1 stand for every 200 sq.m. of gross floorspace
Offices	1 stand for every 200 sq.m. of gross floorspace
Industry	1 stand for every 200 sq.m. of gross floorspace
Theatre, cinema, church, stadium	1 stand for every 20 seats
Hotel, guest houses	1 stand for every 4 bedrooms
Lounge bars	1 stand for every 30 sq.m. of public floor space
Restaurants	1 stand for every 30 sq.m. of public floorspace
Function-room, dance halls, clubs	1 stand for every 30 sq.m.
Playing fields	4 stands per pitch
Schools	1 stand per 10 pupils
Nursing Homes	1 stand per 8 members of staff

Note: Large complex developments may be assessed separately with regard to the circumstances.

The planning authority will also encourage the provision of cycle parking facilities where possible at existing transport nodes, public buildings, retail centres and leisure facilities.

4.9 BUILDING LINES

Applications for development will be dealt with on their merits in relation to established building lines or proposed improvement lines as follows:

- a) County Roads outside the town centre - 18.5 metres from road fence;
- b) Regional Roads 31.0 metres from road fence;
- c) National Primary/Secondary Route - 91.0 metres from road fence;
- d) Motorway - The building line of proposed structures must not be nearer than 90m from the outer edge of the roadway hard - shoulder.

In the case of the existing town centre, there will be no defined building lines, and the existing grain of the townscape will be the governing factor, subject to the retention of building lines at street corners.

Where a development requires that the existing roads/footpaths and public lighting be improved/extended, or any other works carried out, to facilitate a development, then a financial contribution to cover the cost of such facilities will be levied by the Council. This contribution will be in addition to the other contributions normally levied.

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

Entrances to new or improved buildings must be designed and sited so as not to interfere with the free flow of traffic or cause unnecessary obstruction to road users or pedestrians.

All footpath crossings must be properly dished and constructed to the Councils satisfaction.

4.10 BUILDING HEIGHT CONTROL

A building which is significantly higher than neighbouring buildings within the existing town centre streetscape will not normally be permitted.

4.11 PETROL FILING STATIONS

The following will constitute the Councils policy in regard to Petrol Filing Stations:

- a) the location must be on the outskirts of the town, but inside the 30m.p.h. or 40m.p.h. speed limit. The advantage of this type of location is that it can serve both local and through traffic while traffic congestion will be less than that in the town centre and vehicles will be travelling relatively slowly, thus causing less risk;
- b) the preferred location is the near side of the road on the way out of town, so as to eliminate turns across the traffic;
- c) filling stations will not be allowed in open country within the town boundary;

- d) access to/from filling station must be in accordance with the Councils requirements relating to each specific site.

4.12 HEAVY VEHICLE PARKING IN RESIDENTIAL AREAS

The indiscriminate parking of heavy vehicles or machinery in residential areas detracts greatly from the amenities of these areas. The Council in the protection of these amenities will co-operate with all other bodies which exercise control over this type of parking to eliminate the nuisance created. The Council will encourage the provision of supervised heavy vehicle parks.

4.13 SHOPPING CENTRES - DESIGN CONSIDERATIONS

Shopping centres and supermarkets shall conform to the highest design standards and should not be limited by purely commercial or functional considerations. While adequate car-parking, separate service areas and convenient access by public transport and by foot from surrounding residential areas are essential elements in a shopping centre, these must be supplemented by features that make the centre attractive and pleasing to the public. Such features include:-

- a) the scale, design and enclosure of pedestrian space;
- b) the provision and design of street furniture, e.g. seats, litter bins, telephones;
- c) the provision within the overall design of the centre of public facilities e.g. sub-post office, toilets, crèche and baby changing facilities, health clinics, etc.
- d) activities and uses that keep the centre alive both during the day and evening;
- e) the inclusion of residential uses over shops, as an integral part of the centre in order to increase the evening activity and security of the centre.

The overall design strategy will normally reflect variety within a unified and disciplined design concept. The finishes of the buildings will reflect the importance of the shopping centre as well as its predominant buildings, in scale with and using finishes sympathetic to surrounding residential and commercial development. Tree planting and landscaping must also form part of the general design of the shopping centre.

4.14 CARE FOR PEOPLE WITH DISABILITIES

All new public buildings (i.e. all buildings ordinarily used in whole or in part as a shopping centre, cinema, bank, health centre, theatre, hall, library, hospital, school, college, community centre, public institution, or place of worship) must provide access for people with disabilities. In this regard, the Council will expect developers of such buildings to comply with the standards set out in the Building Regulations or as subsequently amended.

In the case of community centres and buildings which are generally used by people with disabilities or aged people for social activities, the Council will require that at least one WC compartment in the building be designed to meet their needs. Access to such provision internally must be such as to enable its use by people with disabilities. The relevant guidelines are contained in the National Rehabilitation Boards publications.

The needs of people with disabilities must also be taken into account in the design and construction of footpaths and parking areas. All footpaths in commercial and housing developments must be dished at junctions. All parking areas must make provision for spaces for drivers with disabilities, and such spaces should be located in the most convenient locations for ease of use.

4.15 TOURIST CARAVAN PARKS

It is Council policy to co-operate with Bord Fáilte and other tourism bodies to consider suitable sites for tourist caravanning and camping. The development of such sites will be subject to the Councils and Bord Fáiltes guidelines. In all applications for such sites, the provision of extensive landscaping and the creation of high quality layouts will be essential requirements. Caravan parks are open for consideration within the agricultural zone in this Plan.

4.16 GAMING AND AMUSEMENT ARCADES

The Council considers that gaming and amusement arcades are an undesirable use in planning terms, and potentially detrimental to the business and commercial environment of the town centre. Any proposals for such arcades will, accordingly, be refused.

It should be noted that the placing of amusement machines in business premises used primarily for other purposes (e.g. take-away outlets, licensed premises, etc.) requires planning permission and is not considered by the Council to constitute exempted development. The design of housing estates should be as such as to avoid/prevent speeding by motorists.

4.17 ENVIRONMENTAL IMPACT ASSESSMENT

The Council will operate the provisions of the European Communities (Environmental Impact Assessment), Amendment Regulations 1999, and the Local Government (Planning and Development) Regulations 1999 (No. 92 of 1999). All developments to which these Regulations apply, including public authorities projects will be required to submit detailed Environmental Impact Statements as part of the approval process.

4.18 ADVERTISING AND SHOPFRONT DESIGN STANDARDS

It is the policy of the Council to encourage a high standard of shop-front design and in the provision of advertising. This section sets out the Councils guidelines and requirements in this area.

The need to retain the character of the town and its streetscapes and the amenities of its inhabitants is the main priority of the Council. In general, where amenity and civic design considerations conflict with the needs of commercial interests, the Council will require that amenity and civic design considerations will predominate.

The principles of good shop-front design will be the essential guidelines used by the Council in assessing proposals for new shop-fronts and replacement facades. The Council will provide design advice to developers wishing to carry out such work.

SHOP-FRONTS

The Council will seek to retain the remaining traditional shop-fronts of townscape importance. It should be noted that the replacement of an existing shop-front requires planning permission, and is not considered by the Council as constituting exempted development.

The Council will encourage good shop-front design and the development of fully detailed new shop-fronts of traditional style, using appropriate materials and properly proportioned. New shop-fronts of modern design will be accepted, providing that they are built using traditional materials and are designed to traditional principles of scale, proportion and detailing.

It is Council policy to actively pursue the replacement of existing poor quality shop-fronts through the provision of advice and guidance, through promotion and publicity campaigns and award schemes, and through the use of legal powers where necessary.

In the re-development of shop-fronts, and in the provision of new shop-fronts on existing buildings, the following considerations shall apply:-

- a) the appearance and proportions of the original shop-front shall be retained. Changes in internal ceiling heights, where required, should not interfere with the proportions and depths of fascias;
- b) traditional materials shall be used for all visible parts of the work;
- c) the twin elements of a fascia board (to carry names and advertising) and pilasters (to frame and delineate the shop-front boundary) shall be provided in all cases;
- d) the design must be approached in an integrated way, including advertising, lighting and other features;
- e) colour schemes should co-ordinate with adjoining buildings and shop-fronts, and should be chosen to enhance the proportions and detailing of the whole building;
- f) vertical emphasis and proportions should be kept, and plot divisions should be expressed externally (even if the shop crosses them internally).

The Council will actively discourage, through its advice and guidelines and through the imposition of conditions in planning permissions, or refusal of permission in certain cases, the following:-

- a) the removal of features or alterations to existing shop-fronts where they are considered by the Council to be of historical or architectural interest, or of townscape value;
- b) the enlargement, or remodelling to a horizontal emphasis of existing windows above ground floor level;
- c) the construction of fascias linking two or more buildings/plots which have different architectural identities;
- d) the use of standardised brand names or corporate designs as part of shop-front fascia advertising;
- e) the use of roller shutters and their boxes on the exterior of shop-fronts;
- f) the use of large areas of undivided glass or the provision of new display windows with a horizontal emphasis;
- g) the permanent removal of the shopfront and the creation of an opening through which direct trading onto the pavement is carried out.

It should be clearly noted that proposals for new or replacement shop-fronts which exhibit the above characteristics will not be acceptable, and if not amended or altered will be refused. Unauthorised alterations or developments exhibiting these characteristics will be the subject of legal proceedings to ensure their removal.

ADVERTISING

Advertising should be designed as an integral part of the shop-front and in most cases will be required to be located within the fascia. Signs will not be allowed to dominate the facade nor interfere with windows or other features or detailing on the building.

The following types of advertising will be encouraged by the Council:-

- a) the use of traditional painted sign writing on fascia boards, using appropriate colour schemes;
- b) the use of solid block individual lettering, affixed directly to fascia boards or facades;
- c) the use of spotlighting or floodlighting of fasciaboards, shop-fronts or entire facades (provided that the light fixtures are of modest form and size and that such lighting will not cause a traffic hazard);
- d) the painting of stallrisers and other features to enhance the design of the shop-front, using appropriate colour schemes;
- e) the provision of traditional timber or wrought iron hanging signs, with painted or enamelled finishes. Such signs must be of a limited size and projection, and shall be limited to a maximum of one sign for each building facade.

The following types of advertising will not be permitted by the Council, and will be actively discouraged:-

- a) the use of plastic, PVC, perspex and neon signs or lettering or detailing on any exterior;
- b) internally illuminated box fascia signs;
- c) internally illuminated projecting signs, whether fixed or hanging;
- d) flashing, reflectorised, neon or glitter-type signs or detailing at any location on the exterior of the building, or so located within the interior as to be intended to be viewed from the exterior.
- e) the erection of any signs or other devices which project above the level of the eaves or parapet, or obtrude on the skyline, or outside the general bulk of the building;
- f) the provision of multiple signs, whether small or large, which would cause visual clutter on buildings or within the streetscape;

- g) the use of standardised brand name or corporate designs.

CANOPIES

The erection of plastic or fabric canopies of the 'Dutch' type will not be permitted. Such canopies disrupt the view along the street and obscure both shop-front detail and neighbouring advertising and are in general not acceptable. Where shading of a window display is required the use of traditional rectangular sun blinds/awnings of the retractable type may be permitted. The erection of a canopy or awning requires planning permission.

The Council will use its enforcement powers, as well as persuasion, to ensure the removal of unauthorised canopies.

ROLLER SHUTTERS

The installation of security shutters can visually destroy and deaden the shopping street at night, and thereby detract from the environment of the town. It is the policy of the Council to discourage the use of such shutters, and to ensure the removal of unauthorised ones. The erection of a roller shutter, and its associated housing, requires planning permission.

Where security shutters are considered to be essential - for example, because of the type of business transacted or goods stored and where the location so indicates, the Council may permit them provided that they meet the following criteria:-

- a) they must be of the open-grille type (not perforated or solid);
- b) they must be painted to match the shop-front colour scheme;
- c) they must be located, together with their associated housings, behind the window display or behind the glazing.

Roller shutters which are located on the exterior of the shop-front will not be permitted. It is Council policy to pursue the removal of all such unauthorised shutters through the use of appropriate enforcement powers.

Alternatives to roller shutters, such as the use of toughened glass, traditional panelled timber shutters or demountable open grilles will be preferred where security needs are involved. Some alternatives require planning permission, but will be favourably considered in place of roller shutters.

The use of roller shutters and their housings for advertising purposes is considered to be objectionable in principle and will not be permitted.

BRAND AND CORPORATE ADVERTISING

The use of standardised brand or corporate advertising will be discouraged by the Council. It is considered that advertising should relate to the names or local proprietors and their establishments, as this will tend to reinforce a local identity and community. Corporate or brand advertising which relates to a national or international identity is not considered appropriate to the external appearance of commercial buildings or to the streetscape of the town. Internal brand advertising within premises is acceptable provided that it is not so designed as to be intended to be viewed from the exterior.

Where corporate advertising is permitted, it will be expected to be in a form and design which is compatible with the elements or the streetscape, and with the requirements of this Development Plan. Compatibility with individual buildings and with the streetscape will be considered to be more important than uniformity between the branches of a company.

The provision of projecting brand signs, of whatever type or design, will not be permitted.

OUTDOOR ADVERTISING STRUCTURES

Outdoor advertising structures will not generally be permitted within the town, whether free-standing or attached to buildings. However, in cases where they screen a derelict structure or other eyesore, they may be permitted on a temporary basis. In particular, the use of gables or sides of buildings for the exhibition of advertising structures will not be permitted.

Outdoor advertising structures will not be permitted in the open countryside, or where they would conflict with the visual amenity of residential areas and open spaces, or where they would restrict a view or prospect of special amenity or special interest.

Roadside advertising will not be permitted, nor at any location away from the roadside where it could cause the creation of traffic hazard. Direction signs of a tourist nature, for local advertising and without any advertising matter, may be permitted in certain circumstances.

In industrial areas, advertising may be permitted where it is of a modest scale, where it would not interfere with the visual amenities of the area and would not lead to the creation of traffic hazard. The provision of grouped advertisements will be encouraged so as to avoid clutter.

Advertising structures (such as sandwich boards) placed on public footpaths shall be restricted having regard to visual amenity and pedestrian and traffic safety. Licences may be required for their erection and/or maintenance.

4.19 AGRICULTURAL DEVELOPMENT

GENERAL

This Section of the Plan outlines the Council's standards in respect of agricultural development, and also explains its policy in respect of the erection of houses within the Agricultural Zone.

POLLUTION CONTROL

The Council will exercise its powers under the Planning Acts and under the Water Pollution Act to ensure that agricultural development will not cause pollution to watercourses. All new and existing agricultural developments will be required to ensure that all effluent, including yard run-off, is collected and stored within the confines of the development.

DESIGN

In the construction and layout of agricultural buildings, the Council will have as its objective the sympathetic siting of these buildings in the landscape so that they can be properly integrated over time. In this regard, the provision of tree planting, including shelter belts and screening, will be required.

The finishes of agricultural buildings will be required to meet high standards of maintenance, and must have colours and textures which will be unobtrusive. This is particularly necessary for larger buildings. Generally, cladding of dark-brown, dark-green or grey colours will be preferred to lighter colours, and roof areas should be darker in shade than side panels or walls.

The Council will encourage the grouping of agricultural buildings so as to minimise obtrusion on the landscape, while having regard to pollution control and traffic safety consideration.

TREE PLANTING/HEDGEROWS

The Council will encourage tree planting on agricultural holdings, using native deciduous or a mix of deciduous and evergreen species. Where new farm developments or extensions to existing facilities are proposed, the Council will require the provision of tree planting including shelter belts.

It is Council policy to retain existing stands of trees, individual trees and hedgerows of visual amenity importance. In any proposals for tree felling, the Council will consider the making of Tree Preservation Orders where appropriate (see also specific objectives in Section 3 of this Plan).

HOUSING IN THE AGRICULTURE ZONE

The basis of this policy is to preserve the existing agricultural use of the areas zoned for this purpose, to prevent speculation in land, and to prevent urban-generated development which would interfere with the operation of farming.

It is not the intention of the Council that all land within the boundaries of the town would be developed for residential or other building purposes in the medium to long term. The mere inclusion within the town boundary confers no additional rights to development, and farming landowners should have no expectation that building development will be allowed.

Within the agricultural zone, housing will be restricted to those who comply with the Councils Rural Housing Policy as set out in paragraph 2.9 of the County Development Plan 1999.

Where permission for housing in the zone is given, it will be subject to conditions restricting first occupation of the dwellings, and to sterilisation of land so as to prevent further sporadic housing, to maintain the town in a compact fashion. These requirements shall apply as follows:-

a) on main roads, it will be necessary to sterilise 4 hectares (10 acres) of land from further housing development and 182 linear metres (200 yards) of road frontage contiguous to each site;

b) on county roads, it will be necessary to sterilise 2 hectares (5 acres) and 137 linear metres (150 yards) of road frontage contiguous to each site.

DRAINAGE AND INDIVIDUAL HOUSES

Sites for houses in rural areas without mains drainage shall in general be at least half an acre in extent. In all cases, the provision of septic tanks and their associated percolation systems must comply in full with the standards set out in SR6:1991, as published by EOLAS under the title '*Septic Tank Systems - Recommendations for Domestic Effluent Treatment and Disposal for a Single Dwelling House*'.

4.20 BONDING TO SECURE COMPLETION OF DEVELOPMENT

The Council will require all developers of housing estates to produce satisfactory bonds for the completion of estates to the standard required by the Council for taking-in-charge. In determining the amount of bond, the previous record of a developer in completing estates satisfactorily will be taken into consideration. Similar bonding will be required in appropriate cases such as private industrial estates, as the Council considers necessary.

It is the Council's policy that all private housing developments will be taken in charge when satisfactorily completed.

4.21 CONTRIBUTIONS

Having regard to the capital expenditure necessary for the provision of services which facilitate development, the Council will require contributions towards the provision of such services as are provided for under the terms of the Local Government (Planning and Development) Acts, 1963 -1999. It is Council policy that the rate of contribution in respect of development will be assessed on an individual basis, except where overall contributions are warranted (e.g. for mains water supply over the town area as a whole). The Council may update on an annual basis the amount of contribution having regard to the rise in the building cost index or in the consumer price index, as appropriate. The Council may also impose contributions on all planning permissions to assist the Council in carrying out the objectives in this Plan.

