



# Kilcock Development Plan 2002

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# Appendix A      Maps

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## **Appendix B**

# **Distributor Road Design Standards**

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# 1. INTRODUCTION



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## 1.1 Purpose of Plan

The aim of the Kilcock Development Plan 2002 is to establish a framework for the planned, co-ordinated and sustainable development of Kilcock and for the conservation and enhancement of its natural and built environment.

The Plan sets out the objectives and policies of Kildare County Council in respect of physical planning as well as co-ordinating the activities of the Council as, *inter alia*, Housing, Sanitary and Roads Authority. The Plan was prepared under the provisions of the Local Government (Planning and Development) Acts 1963 to 1999 and provides the statutory basis for the consideration of planning applications.

The Kilcock Town Development Plan consists of this Written Statement and attached Maps. It is essential that both be referred to in considering the proper planning and sustainable development of the town. The Written Statement takes precedence over the Maps should any discrepancy arise between them. The period of this plan shall be taken as being from the date of its adoption until it is reviewed or another plan made. (Under the Planning and Development Act 2000 a Local Area Plan must be made for Kilcock within two years of the making of the next review of the County Development Plan.)

## 1.2 Planning Area

While Kilcock is not a scheduled town as defined by the Local Government (Planning and Development) Act 1963, Kildare County Council considered it appropriate to draw up a distinct town development plan in the 1985 review of the Kildare County Development Plan. At this time a town development boundary was established by the Council.

As lands zoned for development within this boundary have now largely been developed, it was decided to zone additional land in the county area and to designate a Development Boundary beyond the 1985 boundary. The area to which this plan relates is the lands within the 2002 Development Boundary, as shown on the attached maps.

## 1.3 Review of 1985 Plan

Since the last Kilcock Development Plan was adopted in 1985, the prospects for growth for Kilcock have changed substantially. The opening of the M4 in 1996, followed by the reopening of the railway station have greatly enhanced linkages to Dublin. This, together with the sustained buoyancy of the economy over the last eight years, is greatly increasing the pressure for growth and development in the town. Most lands zoned for development within the 1985 town boundary have now been developed. Kilcock is well placed to benefit from this growth, and is likely to enjoy a renaissance during the period of this plan.

## 1.4 Regional Context

Kilcock 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 the public transport network, especially rail.'* The town is located within the area covered by the Dublin Transportation Initiative and consequently benefits from the activities of the Dublin Transportation Office.

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Kilcock was identified in the *1999 Kildare County Development Plan* as being a primary growth centre.

## 1.5 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 *Kilcock Development Plan 2002*, 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 is committed to working in partnership with local communities in resource management, conservation of the environment and waste reduction.

## 1.6 Social Exclusion

The Council supports the national anti-poverty strategy and seeks to address the issues of poverty, social exclusion and multiple deprivation in the various policies and objectives of this Development Plan. The Council is aware that reducing physical isolation and promoting accessibility are key factors in combating social exclusion. In particular, the Council's policies on social and affordable housing, promotion of public transport and pedestrian friendly environments, access for the disabled and provision of childcare facilities are all intended to combat social exclusion.

More generally, the Council, through the County Development Board and in partnership with other agencies and local communities, will take a leading role in tackling poverty and social deprivation.

## 1.7 Location

Kilcock is located 34km from Dublin, off the M4 Dublin-Galway/Sligo route, in north Kildare on the border with County Meath. .

## 1.8 Town Function and Role

The town is primarily a service and retail centre for North Kildare and increasingly a residential centre within the greater Dublin area.

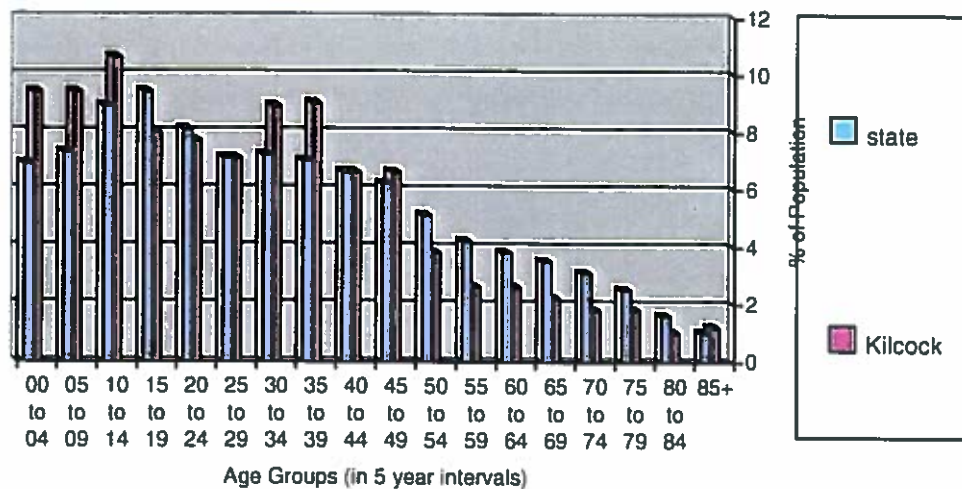
## 1.9 Population

In 1996 the town of Kilcock had a population of 1,825 persons.

**Table 1.1 Population change in Kilcock, 1971 to 1996**

	Kilcock	Average Annual % rate of Change
1971	829	
1979	1,109	+4.0%
1981	1,150	+2.1%
1986	1,414	+3.8%
1991	1,551	+1.8%
1996	1,825	+3.2%

Source: CSO.



**Fig 1.2 Age profile of Kilcock, 1996**

There were 531 households within the town in 1996<sup>1</sup> with an average household size of 3.38 persons, slightly higher than the national average of 3.14 persons.

A significant number of residential developments have been completed in the town since 1996. Estimates based on the number of new dwellings constructed since then indicate that there are approximately 680 households in 2000, suggesting a current population of approx. 2,175 persons and a current population growth rate of 5% per annum. This is consistent with the characteristic of the greater Dublin area, shared by County Kildare, of rapid population growth in the latter half of the 1990s.

The age profile of the town, illustrated in Fig. 1.2, suggests a higher than average proportion of new families in the town, with higher than average proportions of the town's population aged either under 14 or between 30 and 39 years old.

Average household size in Kildare is expected to decrease from 3.71 in 1991 to 3.00 by 2006.<sup>2</sup>

## 1.10 Population Projections

The April 2000 Review and Update of the *Strategic Planning Guidelines for the Greater Dublin Area* estimates the population of the Greater Dublin Area, recorded as

<sup>1</sup> Source: CSO

<sup>2</sup> Source: Strategic Planning Guidelines for the Greater Dublin Area

1,405,671 in 1996, will be 1,652,710 by 2006 (assuming nil net increase of 11%.

Given the current high level of in-migration into the Greater Dublin Area and County Kildare in particular, it is reasonable to assume that it will experience population growth of greater than 11% between 1996 and 2006. The 1999 Kildare County Development Plan estimates the county's population at 155,817 by 2006<sup>3</sup>

Population projections for towns such as Kilcock are particularly difficult because of the town's small size and role as a commuter town for Dublin. The opening of the rail service and completion of the M4 motorway to Kilcock in the 1990s have made the town increasingly accessible from Dublin. Population growth will primarily depend on the availability of housing, which in turn will depend on the availability of serviced, zoned lands.

Given the excellent road and rail connections Kilcock now enjoys and its attractive environment it is likely the town will come under continued pressure for new residential development.

The 1999 Kildare County Development Plan established a target population for Kilcock of 4,600 by 2006. This represents a population increase of more than 100% over the '96 population in ten years. The proposed rezoning of over 120 acres for residential development on the Meath side of Kilcock town will also add significantly to the town's population.

## 1.11 Urban Form

Kilcock was the site of an early Christian church founded by St. Coca. The town evolved slowly as a market town in the 16<sup>th</sup> century and prospered in the 18<sup>th</sup> century with the construction of the Royal Canal, followed by the Great Western Railway in the 19<sup>th</sup> century. By 1841 the town's population stood at 1,327 persons. The town stagnated and went into slow decline in the 20<sup>th</sup> century, with a falling population and little development until the late 20<sup>th</sup> century. The population only exceeded pre-famine levels in 1986.

The town's street pattern reflects its historical development. The earliest settlement is to be found around the burial ground at Church Lane. The narrow, twisting streets are typical of medieval towns and now form an attractive feature. The Market Square and Harbour St, dating from the 18<sup>th</sup> century, contain some fine terraces and individual buildings reflecting the relative prosperity the town enjoyed at the time.

More recent development along the Enfield Rd. in the early 20<sup>th</sup> century, and later south of the canal and railway are less interesting.

Because of the lack of development on the Meath side of the border, the physical centre of the town is no longer at the core of the built-up area and as a result the Market Square, and streets leading off it have fallen into decline.

## 1.12 Development Vision

The rapid growth Kilcock is likely to experience over the next five years is both an opportunity and a threat. The danger is that Kilcock develops as a dormitory suburb of Dublin, that the town's own unique character is swamped by urban sprawl.

<sup>3</sup> assuming in-migration rates for the '91 to '96 period continue at the same rate in the '96 to '01 inter-censal period before slowing to half this rate in the '01 to '06 period.

On the other hand, the growth in population may allow Kilcock to develop the critical mass needed to sustain a range of economic and social facilities, with its own distinct identity and vibrant economic, social and cultural life. The stagnation and slow decline the town endured over much of the 20<sup>th</sup> century may be reversed.

**The development strategy of Kildare County Council, as set out in this Development Plan, is to consolidate Kilcock as a self-sustainable town of regional importance. In order for this to be achieved the Council recognises that the town must offer living and working conditions, educational, recreational and cultural opportunities of the highest standard in an attractive urban environment. The Council aims to achieve this in partnership with the people of Kilcock.**

It is critical, if this vision is to be realised, that the town grows in a balanced fashion. Growth in population must be accompanied by the growth in the social, cultural and economic infrastructure of the town.

Kildare County Council aims to achieve this by:

- Protecting and further developing the role of the town centre as the focal point for economic, cultural and social activity,
- Co-operating with Meath County Council in ensuring the town grows in a balanced and coherent fashion,
- Protecting and enhancing the unique architectural heritage of the town,
- Making adequate provision for safe and convenient circulation around the town, by foot, bicycle, public transport and car.
- Ensuring an adequate supply of serviced, zoned land is made available to accommodate future population and economic expansion,
- Strictly controlling ribbon development and urban sprawl,
- Ensuring that adequate recreational facilities are available to the residents of the town,
- Ensuring all new development in the town, by the Council or by the private sector, is of the highest standard.

Fig 1.3 illustrates the basic development strategy for the town of Kilcock. It is envisaged that the centre of the town will be refocused on the historic core of the town through the development of lands for residential purposes on the County Meath side of the town. Within this core, an emphasis will be placed on conservation and the refurbishment of existing structures.

The bulk of residential development will be within a 1 km radius of the railway station. Pedestrian/cycleway links will be focused on connecting residential areas with the town centre and railway station. Employment and traffic generating activity, whether industrial, warehousing or office developments, will be concentrated on the fringes on the town with easy access to the motorway.

This plan for the future development of Kilcock is guided by the policies of the 1999 *Kildare County Development Plan*, the *Strategic Planning Guidelines for the Greater Dublin Area* (1999), *Sustainable Development – A Strategy for Ireland* (DoELG 1997) and the policies of the Dublin Transportation Office.

The plan has also been informed by the *Residential Density Guidelines for Local Authorities* and the *Retail Planning Guidelines*, both issued by the Minister for the Environment and Local Government in 1999.

The Planning Authority is under a general obligation to secure the objectives set out in the Development Plan. The Council must also have regard to the provisions of the Plan when exercising its powers under the 2000 Planning and Development Act. The plan should not be interpreted as committing the Council to any specific expenditure.

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## **2.0 DEVELOPMENT POLICY**

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## 2.1 Housing Policy

In 1996 there were 680 housing units in Kilcock. Since 1996, a large number of dwellings have been built in the Kilcock and environs, the vast bulk of them traditional semi-detached houses. As the average household size declines and the number of single and two persons households increases, so the demand for smaller dwellings will increase.

**2.1.0 It is the policy of the Council to seek for a balance and mix in the provision of social and private housing in order to promote a social and demographic balance within the town.**

### 2.1.1 Social Housing

Kildare County Council, in carrying out its housing functions, will have regard to Government policy as established in *'Social Housing – The Way Ahead'* (DoELG1995) and *Social Housing Design Guidelines* (DoELG 1999) or as subsequently amended. The Council recognise that social housing should have regard to a wide range of households. These should include the households that currently live in unfit or overcrowded accommodation, the homeless, travelers, elderly, disabled/handicapped, medical/compassionate reasons, involuntary sharing, young persons leaving institutional care as well as those that are unable to afford existing accommodation.

In 2000 87 applicants to Kildare County Council for local authority housing requested to be housed in Kilcock, 29 of whom declared Kilcock to be their first preference. The Council has a small land bank in the Bawnoges.

The Council will continue to seek for the provision of additional social housing to meet local needs and will consider other measures to assist in the accommodation of those on the public housing list. These may include joint social and private housing schemes developed through collaboration between private developers and the local authority.

**It is the policy of the Council to promote the provision of social housing accommodation in accordance with the proposals outlined in *'Social Housing – The Way Ahead'* and in other appropriate ways, including seeking an element of social housing in new residential proposals.**

A particular difficulty is the availability of land within the town for any significant social housing provision and the relatively high cost of sites.

**It is the policy of the Council to actively seek the provision of additional social housing units on suitable sites in Kilcock.**

### 2.1.2 Accommodation of the Travelling Community

It is the responsibility of the Council, as the Housing Authority for the area, to provide suitable accommodation for the travelling community. There are a number of ways in which such accommodation may be provided, including standard housing, special group housing schemes, residential caravan parks, transient halting sites, loans & grants for the purchase of mobile homes and house purchase loans.

**It is the policy of the Council to facilitate the provision of appropriate accommodation for the travelling community in accordance with the *Traveller Accommodation Programme 2000-2004* adopted by Kildare County Council on 28<sup>th</sup> Feb 2000.**

### 2.1.3 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 principals 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 (1km) of the town centre and railway station.

**It is the policy of the Council to encourage infill housing developments, the use of underused and vacant upper floors for accommodation purposes and higher residential densities at appropriate locations, subject to a high standard of layout, design and finish.**

The Council is anxious that new residential estates develop as integrated neighbourhoods with a full range of social facilities and access to public transport easily available to their residents. The availability of such facilities will be a material consideration in all residential planning applications. Proposals for larger residential developments should be made in the context of Action Area Plans where these issues are addressed.

### 2.1.4 Temporary Dwellings and Caravans

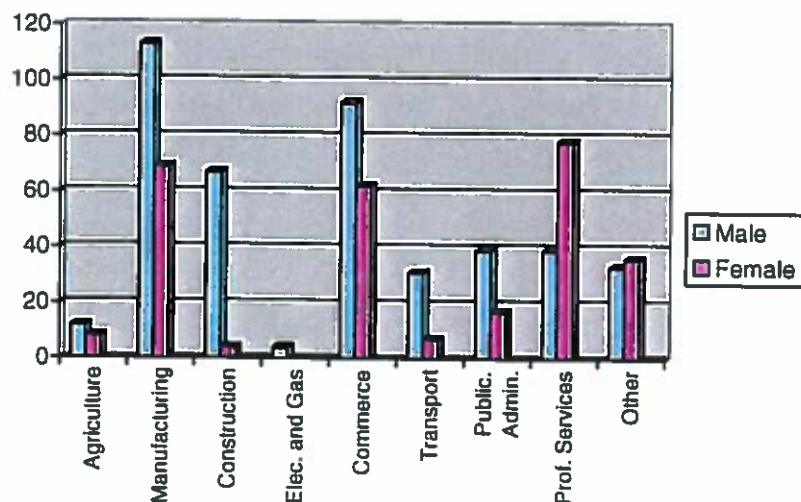
The Council is of the view that, wherever possible, accommodation should be provided in permanent dwelling units. Therefore, the provision of temporary dwellings and caravans will be permitted only in exceptional circumstances.

## 2.2 Industry and Enterprise Policy

### 2.2.1 Employment

A total of 430 males and 281 were recorded as being employed in Kilcock in 1996, with 47 males and 20 females unemployed.

Employment by Industry, Kilcock, 1996





### 2.2.2 Industry Policy

Kilcock has historically been a service town for the surrounding rural hinterland. The principal industry is the LEAF confectionery plant, located on the Enfield Road. While Kilcock has never been an industrial town, a number of light industrial and commercial uses exist within the town.

**It is the policy of the Council to facilitate the continuity and encourage the expansion of such enterprises having regard to the protection of the amenity value of neighbouring properties.**

Kilcock's strategic location, accessibility and pleasant environment make it an ideal location for office park and high technology/light industry.

**It is the policy of the Council to facilitate the development of high quality office park, high technology, light industry and warehouse/distribution developments.**

The Council will co-operate with IDA Ireland, Enterprise Ireland, the County Enterprise Board, KELT and other agencies, organisations and individuals in promoting enterprise in Kilcock.

**While the Council does not itself own lands within the Development Boundary suitable for industry it is the policy of the Council to promote start-up enterprises. Accordingly the Council will encourage the provision of a number of incubator units for small enterprises, at affordable rents, as part of larger light industrial or office developments.**

### 2.2.3 Retail Policy

Kilcock is the service centre for the north Kildare/south Meath area. However its retail base is significantly affected by leakage of spending to Dublin and Maynooth.

The principal retail centres in Kilcock are the town centre and the neighbourhood shopping centre on the Courtown road. There is currently an estimated 2,000m. sq. gross floor area of retail space.

There has been relatively little recent development of the retail sector as compared to other towns, reflecting its small size and stagnant population growth. However, the anticipated significant increase in population the town is likely to experience in the period of this plan may lead to a substantial increase in demand for retail services.

**It is the policy of the Council to seek the strengthening of the retail base of Kilcock town centre and to encourage the further development and upgrading of modern shopping facilities.**

The Council recognises the important role of retailing in the social and economic life of the town and supports the provisions of the recently issued retail planning guidelines.

**It is the policy of the Council that future retail development proposals must conform with the requirements set out in this Plan and the *Consultative Draft Retail Planning Guidelines 2000* or as subsequently amended.**

### 2.2.4 Tourism Policy

The Council recognises the potential for the development of tourism of the town's rich architectural heritage and the canal and will seek to encourage this industry by protecting and enhancing the town's natural and man-made amenities.

**It is the policy of the Council to encourage and facilitate the further development of Kilcock as a tourism centre in co-operation with the Mid-**

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Eastern Regional Tourist Authority, Meath County Council, Bord Fáilte, Duchas, and other relevant bodies.

## 2.3 Education, Cultural and Community Facilities

### 2.3.1 Community Facilities

The range of community facilities throughout the town include primary and secondary schools, churches, library, community halls and other meeting places that in turn facilitate a wide range of activities.

**It is the policy of the Council to facilitate the land use requirements of the education, training and community needs of the population of Kilcock.**

The Council recognises the need to provide a range of social and recreational facilities throughout the town to meet the needs of all residents. ~~In major~~ new residential and commercial developments the Council will seek to ensure that adequate provisions are made for community facilities, where this is appropriate, concurrent with the development.

### 2.3.2 Crèche and Playgroup Facilities

Changes in the population structure, changing lifestyles and economic needs have led to increasing demands for pre-school childcare 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. Accordingly the Council will seek to facilitate the provision of crèche and playgroup facilities in appropriate location and will require their provision in large residential, commercial and retail developments.

**It is the policy of the Council to encourage the provision of purpose-built creches and playschools in residential areas and in workplaces.**

However, the Council is also aware that such facilities, when located in residential areas, can adversely affect amenity through increased traffic generation and other impacts.

**It is the policy of the Council to permit the conversion of part of existing dwellings to such uses, where the bulk of the building remains in residential use, subject to residential amenity and traffic considerations.**

In this regard the location and accessibility of the proposed creche or playschool and size, location and quality of private open space associated with it, will be material considerations.

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

### 2.3.3 Schools

The population of Kilcock is serviced by 3 primary schools; St. Josephs, (219 pupils), Scoil Cocha Naofa (273 pupils) and Gael Scoil Ui Rioda (expanding to 250 pupils) and 1 secondary school, Scoil Dara (800 pupils). While accommodation is sufficient to meet existing demand, in the future there may be a need to facilitate the expansion of some of these schools as Kilcock expands.

Gael Scoil Ui Rioda is currently in the process of relocating to a site south of the canal at the Bawnoges.

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**It is the policy of the Council to facilitate the development of educational facilities to meet the needs of the population of Kilcock and its environs.**

The Council will facilitate access by schools to conveniently located recreational facilities where possible.

**2.3.4 Places of Worship**

Kilcock is served by St. Coca's Catholic Church on Church St. It is considered to have adequate capacity to meet future demand.

**2.3.5 Library Facilities**

Kildare County Council Library Service operates a branch library in the Enfield Rd. The anticipated increase in the town's population may call for an expansion of facilities. The Council will favourably consider co-operative agreements with Meath County Council in the provision of a library service to serve the needs of residents of Kilcock in both County Kildare and County Meath.

**It is the policy of the Council to upgrade the library service in the town and to relocate to a more accessible location in Kilcock. The Teresa Brayton Memorial collection shall be accommodated in any new library development.**

**2.3.6 Health Services**

The South Western Area Health Board operates a Health Centre on the Courtown Rd. offering a wide range of services. The Enfield Rd. day care centre caters for psychiatric patients.

**2.3.7 Fire Service**

Kilcock is served by Maynooth Fire Station. This station serves a wide area of north Kildare and, given the rapid growth of this region, the present facility will require upgrading to meet future demand. It is intended to improve this service during the period of this plan.

The Council will favourably consider co-operative agreements with Meath County Council in the provision of a fire service to serve the needs of residents of Kilcock in both County Kildare and County Meath.

**2.3.8 One-Stop-Shop Civic Centre**

As a consequence of the changing structure and role of the County Council and in order to enhance the service offered to the public, the Council is committed to the development of a one-stop-shop civic centre in Kilcock. While no site has been selected yet, this civic centre will be centrally located for maximum accessibility and to reflect its role as a public building in the heart of the community. It may incorporate a library and/or courthouse.

The Council will favourably consider co-operative agreements with Meath County Council in the provision of a civic centre to serve the needs of residents of Kilcock in both County Kildare and County Meath.

## **2.4 Public Utilities Policies**

Kildare County Council, together with other utility companies and authorities, provide important services for residents and enterprises in Kilcock. The Council, both directly and through the facilitation of other utility companies and authorities, will seek to ensure the efficient and effective provision of utility services throughout the town.

**2.4.1 Water Supply**

Water supply is taken from the Ballygoran Reservoir, with water from the Fingal County Council treatment plant in Leixlip. While supply is adequate at present,

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Kildare County Council has appointed consultants to examine options for future water supply, with the aim of reducing the county's dependence on supplies from the Liffey, which also serves much of the built-up area of Dublin.

**It is the policy of the Council to provide water in sufficient quantity and quality to serve the needs of the existing and future population, and future commercial development.**

#### **2.4.2 Sewerage**

Kilcock forms part of the *Lower Liffey Valley Regional Sewerage Scheme* which also serves the towns of Leixlip, Celbridge and Maynooth and soon will serve Straffan. The sewage treatment plant at Leixlip is being upgraded and there are proposals for further upgrading.

However, the capacity of the plant is finite and must be managed between all towns within the catchment area. While the capacity is adequate to serve the needs of Kilcock over the period of the plan, development must have regard to, and may be constrained by, the overall capacity of the Leixlip works. For large development proposals, developers are advised to consult with the sanitary services department of Kildare County Council at an early stage.

**It is the Policy of the Council to ensure that the necessary drainage facilities to serve the needs of all development within the town and to prevent pollution are provided and to separate the disposal of foul and surface water through the provision of separate sewerage networks.**

#### **2.4.3 Surface Water Drainage**

The Council recognises that surface water drainage in Kilcock is inadequate and the present practice of disposing of surface water through the combined sewerage network is unsatisfactory. The Council intends to establish separate foul and surface water sewerage networks for the town of Kilcock.

The Council may require on site surface water attenuation measures if, in its opinion, a development is likely to cause flooding or potentially destructive storm surges in existing water courses.

#### **2.4.4 Solid Waste Disposal**

Refuse collection in Kilcock is currently carried out by a private contractor on behalf of Kildare County Council. A recycling facility for glass and cans is located next to the library.

The Council will continue to encourage recycling and the minimisation of waste and will work with the community and Meath County Council in the provision of a refuse disposal service and recycling facilities for Kilcock.

#### **2.4.5 Electricity and Telecommunications**

Electricity is supplied by the ESB transmission system, which is adequate to serve the needs of the town for the period of this plan.

The telecommunications network in Kilcock is being upgraded progressively. Within the town, phone boxes provides a valuable service to the local community. The Council will encourage the provision and renewal of call boxes in the town and will seek consultation with the telecommunication undertakers with regard to location and design.

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 telecommunication antennae and support structures.

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## 2.5 Transportation Policy

### 2.5.1 Access to and from Kilcock

The Council recognises the need to develop an efficient, integrated public and private transport system within the Dublin Metropolitan area. In addition to road access, Kilcock is served by the Dublin /Sligo mainline railway, which provides fast access to and from Dublin City centre. However the current service is considered inadequate to serve the future needs of the town. Iarnrod Eireann recently re-opened the Kilcock station and is currently upgrading the line as far as Maynooth to cater for an improved service. The Council supports this upgrade and will advocate the extension of the Arrow service to serve Kilcock.

The town is also served by bus services provided by Bus Eireann and Dublin Bus.

Kilcock falls within the area covered by the Dublin Transportation Office. The Council will work in partnership with the DTO in delivering a sustainable and efficient public transportation network. The Council will continue to monitor both traffic levels and management schemes. Network and junction improvements and traffic management measures will be undertaken as required.

**It is the policy of the Council to co-operate with the Dublin Transportation Office, Iarnrod Eireann, Bus Eireann, Dublin Bus, and private bus operators to secure improvements in the transportation system.**

At present the public transport network is designed to facilitate movement to and from Dublin City. The Council will seek to further develop and diversify this system by encouraging the development of a local public transport connecting towns and villages within Co. Kildare and Co. Meath.

Kilcock benefits from being immediately adjacent to the M4 motorway. As part of the NRA development programme for National Routes it is proposed to extend this motorway and construct an interchange to serve Kilcock during the period of this plan. Kilcock is also on the route of Priority Route 1, a strategic route identified by the Mid-East Regional Authority connecting Drogheda to Wicklow Town in an orbital route around Dublin.

**It is the Policy of the Council to construct an interchange for Kilcock and undertake the upgrading of the road network in conjunction with the NRA.**

The Council will coordinate and co-operate with Meath County Council in the design and construction of the road network serving Kilcock.

### 2.5.2 Access around the town

Traffic congestion within the town was significantly relieved by the opening of the Kilcock By-Pass (M4). However, as in other towns, traffic levels within the town have continued to increase and this remains an issue that the Council will seek to address.

**It is the Policy of the Council to seek to improve residential amenity, traffic flow and the provision of public transport in conjunction with the Garda, local business interests and residents' associations.**

The Council recognises that additional road capacity is required to cater for the ever increasing volumes of traffic and to service the expansion of the town. The basis of the Council's roads policy will be to relieve traffic congestion in the town centre, while aiming to minimise through traffic through residential estates.

A number of distributor roads are planned to improve the circulation of traffic around the town. While the primary purpose of these roads is the safe and efficient circulation of traffic, the Council will endeavour to ensure that the environment of

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these roads is as pleasant and safe as possible through appropriate landscaping and their passive supervision through encouraging overlooking by residential and other development.

The Council will investigate with Meath County Council the possibility of constructing new bridges connecting the proposed rezoned lands in County Meath with the town to relieve pressure on the existing County Bridge and improve connections between the two sides of the town.

### **2.5.3 Parking and Loading**

Parking is mostly provided on street and in the Market Square. Car parking in the town centre is inadequate. The Council recognises that additional off-street parking is required, especially in the commercial core, but will ensure that, where such parking is to be provided, the existing character of the town will be safeguarded. The Council will consider proposals for additional car parking facilities on suitable sites that would improve the parking and traffic problems of Kilcock.

Kildare County Council recently laid out a surface car park as part of an environmental improvement scheme in association with the re-opening of Kilcock railway station. While this car park is adequate to cater for present levels of commuter car parking, the Council will monitor growth in demand and seek additional spaces as demand dictates.

**It is the policy of the Council to continually review parking requirements in Kilcock and to introduce new or amended measures to effectively control parking throughout the town.**

All new developments will be required to provide sufficient and adequate off-street car parking facilities, either directly or indirectly, to cater for the immediate and anticipated future demands of the development. In addition, adequate loading and unloading facilities will be required. The Council will also seek that adequate parking facilities are provided for schools and other uses.

The parking of trucks in residential estates can pose nuisance problems. The Council will facilitate the provision of truck parking in industrial zoned lands in the town. All truck parking areas should be appropriately landscaped.

### **2.5.4 Cycleways and Pedestrian Routes**

The Council will seek to establish and provide a network of safe, convenient and pleasant cycle and pedestrian links between the town centre, the railway station, the proposed Courtown Integrated Leisure Facility (and any other business/industrial park) and along the canal. A vital component in encouraging people to travel by bicycle is the provision of secure cycle parking facilities. The Council will seek for the provision of such facilities at strategic locations in the town and as part of all new commercial, educational, recreational and retail facilities.

**It is the policy of the Council to facilitate and encourage cycling and walking as a more convenient, popular and safe method of transport.**

The Council will also investigate the possibility of developing a cycle route along the canal linking Kilcock and Maynooth as a tourist resource and to facilitate commuting between the two towns.

## **2.6 Open Space, Recreation and Amenity Policies**

### **2.6.1 Recreation Facilities**

Kilcock has a wide variety of sports and social clubs including a thriving GAA club, soccer club and canoe club. Kilcock GAA club is currently developing an all

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weather sports facility as part of its expansion programme while Kilcock soccer club uses the facilities of Scoil Dara.

The Council is conscious of the need for the provision of recreational facilities in the rapidly expanding towns of Kildare and recently appointed a Recreation Officer to assess needs and promote the provision of a wide range of recreational facilities. The Council will investigate ways of improving the quality and capacity of existing sporting and recreational facilities and possible sources of funding.

The Council has identified the need in Kilcock for all weather pitches and indoor sports facilities. It hopes to develop these as part of a refurbishment of the Bawnoges lands as an athletics facility for the North-West Kildare region.

**It is the Policy of the Council to co-operate with sports clubs, schools and community organisations in the provision of sports and recreational facilities to serve the residents of Kilcock.**

#### **2.6.2 Provision of Open Space**

The provision of attractive recreational open space is an essential component of the Council's vision of developing Kilcock. The quality and location of such space is as important as the quantity. The Council has recently approved the establishment of a parks department to develop and maintain public open spaces within the county.

**It is the policy of the Council to seek a contribution towards the landscaping of public open space and creation of recreational facilities in association with the development of nearby residential, industrial or commercial developments.**

The loss of existing public or private recreational open space will normally be resisted by the Planning Authority unless alternative recreational facilities are provided at a suitable location, or it can be demonstrated that there is not sufficient demand to sustain the facility.

The most effective open spaces are large, multi purpose, informally supervised parks, preferably fronted by houses. The Council will endeavour to provide two such public open space at the Bawnoges and along the River Rye. The GAA club will provide a 'green lung' in the south-east of the town.

#### **2.6.3 Development of the Royal Canal**

The canal is a major asset to the town that has yet to be fully exploited. The Council supports the proposals to develop the canal as set out in the Royal Canal Corridor Study, Spencer Dock to Allen Bridge; Strategy and Proposals (1995) and will work with local community groups and sports associations in developing the recreational and tourism potential of the canal in partnership with Waterways Ireland.

#### **2.6.4 Provision of Play-grounds**

The Council is aware of the need for play grounds in expanding towns such as Kilcock and will co-operate with community groups in their provision.

#### **2.6.5 Protection of Existing Open Space**

**It is the policy of the Council to protect land zoned as open space from inappropriate development. Within such areas only very limited development, directly related to amenity and leisure uses and to the on-going development of agriculture, will be permitted.**

In certain circumstances, where proposed developments are considered to be in the best interests of the general community, the Council is willing to facilitate the re-

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location of some facilities, on condition that the overall level of sports and recreational facilities in the town and environs is not diminished.

The Council will seek to ensure roads, pedestrian and cycle routes are appropriately landscaped and maintained to a high standard.

## 2.7 Town Centre Policies

2.7.1 Kilcock town centre has suffered a slow stagnation during the 20<sup>th</sup> century. Much of the recent development that has taken place in the town has been to the south of the canal and railway, leaving the historic core somewhat isolated. The lack of any development on the Meath side of the border to date has exacerbated this eccentric growth pattern.

**It is the policy of the Council to re-establish the historic town centre as the heart of the town, to increase its vibrancy and to improve its environment.**

Accordingly, the Council will encourage the development and re-development of sites that will enhance residential, commercial, cultural and social activity in the area.

The Council notes and welcomes a limited amount of development on the Meath side of the border proposed in the Meath County Development Plan 2002 and will liaise closely with Meath County Council to ensure the town develops in an orderly and balanced manner.

### 2.7.2 Urban Renewal

Kilcock was selected by Kildare County Council to benefit under the Town Renewal Scheme. This scheme will make tax incentives available for appropriate development on selected sites in accordance with the policies of the Kilcock Town Renewal Plan. Kildare County Council will actively encourage the redevelopment and refurbishment of sites benefiting from tax incentives.

The Council recognises the importance of maintaining a strong retail base in the town centre and its policies on retailing reflect this (see par. 2.2.3). It is Council policy to direct appropriate retail, commercial and other uses to the town centre. The retention and further development of ground floor retail uses will be particularly favoured.

In the interests of the balanced development of the town the Council recognises the need to develop a stronger service sector which will strengthen Kilcock as a growth centre in the regional context.

**It is the Policy of the Council to promote the town centre as a retail commercial and service sector location.**

The town centre is the oldest part of the town. As well as containing some fine individual buildings, the Market Square and Harbour St. are fine examples of 18<sup>th</sup> century town planning.

**It is the Policy of the Council to protect the architectural quality of the town centre through designating a significant portion of it as an Architectural Conservation Area (see par 2.8.2).**

To complement the Town Renewal tax incentives the Council intends to carry out environmental improvement works on the Square in accordance with the Town Improvement Scheme commissioned by the Council.



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### 2.7.3 **Obsolescence, Dereliction and Areas in Transition**

There are a number of high profile properties and lands in the town that are vacant or under-utilised. The Council recognises the need to encourage the beneficial use of these properties.

**It is the policy of the Council to seek the removal and renewal of derelict, underused and vacant sites throughout Kilcock.**

In this regard the Council will use its powers under the Derelict Sites Act (1990) or as subsequently amended, as appropriate. These powers will be used in particular where properties benefiting from tax incentives under the Town Renewal Scheme continue to lie derelict.

## 2.8 **Environment and Conservation Policies**

The natural and built environments make vital contributions to the quality of life in Kilcock. The Council will also seek to promote environmental awareness and good practices, together with high standards of design in all development proposals.

### 2.8.1 **Buildings and Structures**

The built heritage of the town centre is an important element in the character of Kilcock. Buildings and structures with an architectural, historical and/or streetscape value have been listed for preservation or for consideration for preservation and are listed in Table 3.2.

**It is the policy of the Council to protect buildings and structures listed for protection in Table 3.2 of this plan.**

In this regard, the Council will offer such expert advice on conservation as is available to it. The Council will also actively pursue funding for building conservation under the Conservation Grants scheme run by the Department of Environment and Local Government.

**It is the Policy of the Council to encourage and support Duchas in carrying out an Inventory of Architectural Heritage for the Town of Kilcock.**

The Royal Canal is another important asset whose potential has yet to be fully exploited. The Council supports the efforts of Duchas in restoring the canal and will seek its preservation and enhancement.

### 2.8.2 **Architectural Conservation Area**

In addition to protecting individual buildings and structures, the Council is aware that many other buildings, while not of sufficient merit to warrant individual listing, are nevertheless important in the context of their contribution to the streetscape. Market Square and the smaller side streets leading off it are particularly important in this regard.

**In recognition of the importance of townscape, it is the Policy of the Council to designate a portion of the town centre as an Architectural Conservation Area.**

The Council will seek the retention and restoration of the external fabric of buildings within this zone. Particular attention will be paid to the retention and repair (or replacement with replicas of the originals if necessary) of original natural slate roofs, chimneys, external renders, iron rainwater goods, original timber sash windows and shop fronts. New development within this zone will be required to reflect the massing, building lines and heights, roof pitches, proportions and finishes prevailing in the zone.

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The Council will pursue such grant aid and/or tax incentives as may be made available in support of this policy.

**2.8.3 Views and Prospects**

Kilcock contains a number of sites, areas and vantage points from which views over local landmarks, lands and the canal may be obtained. Views and prospects for protection have been identified in the Plan and are listed in Par 3.11 and on Map 2.

In the implementation of this policy, it is the intention of the Council to refuse permission for development that would block or otherwise interfere with a view that is designated for protection. In evaluating planning applications located in the foreground of identified views and prospects, consideration will be given to the effect such development may have on the view or prospect.

**It is the policy of the Council to protect the views and prospects of special amenity value or special interest listed in Par 3.11.**

**2.8.4 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 the canal and the River Rye 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.**

**2.8.5 Trees and Hedgerows**

The Council is mindful of the importance of mature trees in development and accordingly the preservation of such trees will be a prime consideration in the determination of applications for sites containing trees of amenity value. All new developments will be required to integrate existing trees into the new schemes, where this is appropriate and practical in the opinion of the Planning Authority.

**It is the policy of the Council to make tree preservation orders for the trees, groups of trees and woodlands listed in Par 3.11.**

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**It is the policy of the Council to protect and preserve existing hedgerows and to encourage the planting of new hedgerows, using traditional native species. The Council will promote the environmentally sensitive management of hedges, and it is the Council's policy to enforce the prohibition of cutting hedgerows during the nesting season.**

Where development is proposed in landscapes of which mature trees are a feature, the Council may request the submission of a comprehensive tree survey with the application.

In some instances, the Council may require a detailed landscaping scheme to accompany the planning application. Planting details will be required, including the type and density of species to be planted and a likely time-scale within which this would be completed.

**It is the policy of the Council to ensure, wherever appropriate, that existing trees and hedgerows are incorporated into development proposals and that detailed landscaping schemes are incorporated into major development proposals.**

The Council will require, as appropriate, tree surveys and landscaping schemes to be carried out. The Council will seek to undertake a review of the trees covered by Tree Preservation Orders and planting schemes during the plan period.

**2.8.6 Control of Litter**

The Council recognises the importance of maintaining the town free from litter and protecting it from indiscriminate dumping and bill postering. Accordingly, the Council will carry out its functions under the Litter Act (1997) and as subsequently amended, and will actively combat litter through the Council's waste and litter management plans.

**2.8.7 Archaeology**

The Urban Archaeological Survey commissioned by Duchas has identified a zone of archaeological potential in Kilcock. This is identified in Map 2 accompanying this plan. It is the policy of the Council to ensure an archaeological investigation of a site is carried out by an archaeologist licensed by Duchas, prior to any development works within this zone. The carrying out of such a survey will be a condition of any planning permission granted within this zone which may damage or disturb archaeological deposits and will be carried out at the expense of the developer.

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## **3.0 DEVELOPMENT OBJECTIVES**

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## 3.1 Land Use Zoning

The purpose of land use zoning is to indicate the planning authority's intentions for all lands within the boundaries of Kilcock. The land use zoning objectives are detailed below and are shown on the Land Use Zoning and Specific Objectives Maps at the back of this plan. A range of land uses are listed in the matrix in Fig. 3.1 together with an indication of their broad acceptability in the different land use zones.

### 3.1.1 Permitted in Principle

The Council will seek to ensure the development of lands and properties in accordance with the Zoning Objectives set out in this section of the plan. Land uses designated under each zoning objective as 'Permitted in Principle' are generally acceptable, subject to compliance with the relevant policies, standards and requirements set out in Section 4 of the Development Plan.

### 3.1.2 Open for Consideration

Land uses shown as 'Open for Consideration' are uses that are not considered acceptable in principle in all parts of the relevant use zone. However, such uses may be acceptable in circumstances where the Council is satisfied that the proposed use would not conflict with the general objectives for the zone and the permitted or existing uses as well as being in the interests of the proper planning and development of the area.

### 3.1.3 Not Permitted

Land uses which are indicated as 'not permitted' in the Land Use Zoning Matrix (Fig. 3.1) will not be permitted.

### 3.1.4 Other Uses

Proposed land uses not listed in the matrix will be considered on the merits of the individual planning application, with reference to the most appropriate use of a similar nature indicated in the table and in relation to the general policies and zoning objectives for the area in question of the Plan.

### 3.1.5 Non-Conforming Uses

It is not intended that existing established uses within the zones outlined in this Plan that are inconsistent with the primary zoning objective should be curtailed. Such cases, where legally established by continuous use for the same purpose prior to 1<sup>st</sup> October 1964 or by a planning permission, will not be subject to legal proceedings under the Acts in respect of their continued use.

Where extensions or improvements of premises accommodating these uses are proposed each shall be considered on its merits in accordance with the proper planning and sustainable development of the area.

### 3.1.6 Transitional Areas

While the zoning objectives indicate the different uses permitted in each zone it is important to avoid abrupt transitions in scale and use at the boundary of adjoining land use zones. In these areas it is necessary to avoid developments that would be detrimental to amenity.

In zones abutting residential areas, particular attention will be paid to the uses, scale, density and appearance of development proposals and to landscaping and screening proposals in order to protect the amenities of residential properties. Development abutting amenity and open space will generally facilitate the passive supervision of that space, where possible by fronting onto it.

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## 3.2 Use Zoning Objectives

### 3.2.1 Zoning Objective A **Town Centre**

*To provide for the development and improvement of appropriate town centre uses including retail, commercial, office and civic use.*

The purpose of this zone is to protect and enhance the special character of Kilcock town centre and to provide for and improve retailing, residential, commercial, office, cultural and other uses appropriate to the centre of a developing town. It will be an objective of the Council to encourage the use of buildings and backlands and especially the full use of upper floors. Warehousing and other industrial uses will not be permitted in the town centre.

### 3.2.2 Zoning Objective B **Existing Residential/Infill**

*To protect and improve existing residential amenity; to provide for appropriate infill residential development; to provide for new and improved ancillary services.*

This zoning principally covers existing residential areas. The zoning provides for infill development within these existing residential areas. The primary aims of this zoning objective are to preserve and improve residential amenity and to provide for further infill residential development at a density that is considered suitable to the area and to the needs of the population.

Such areas, particularly where bordering the commercial centre, will be protected from the pressure of development of higher order uses such as retail and offices.

### 3.2.3 Zoning Objective C **New Residential Development**

*To provide for new residential development.*

This zoning provides for new residential development and associated local shopping and other services incidental to residential development. While housing is the primary use in this zone, recreation, education, creche/playschool, clinic/surgery uses, sheltered housing and small corner shops are also envisaged, subject to the preservation of neighbouring residential amenity. Permission may also be granted for home based economic activity within this zone, subject to the preservation of residential amenity and traffic considerations. New residential areas should be developed in accordance with a comprehensive plan detailing the layout of services, roads and the landscaping of open space.

### 3.2.4 Zoning Objective D **Offices**

*To provide for new office,*

The purpose for this zoning is to provide for office park type developments. It is envisaged that high quality, high specification office developments, in attractive landscape settings, will provide an employment base for the town for the future and stimulate the upgrading of the rail service by providing opportunities for reverse commuting by rail. Only office developments to which the public would not normally have access will be permitted within this zone. While crèches and recreational facilities may be acceptable as ancillary development to the offices, offices to which the public normally require access will not be acceptable. Proposed developments in these zones must be accompanied by Mobility Management Plans which will consider all modes of transport

### 3.2.5 Zoning Objective E **Open Space and Amenity**

*To protect and provide for recreation, open space and amenity provision.*

The areas included in this zoning objective cover both private and public open space and are dispersed throughout the town. The aims of this land use zoning objective include; to protect, improve and provide for recreation, open space and amenity

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provision; to protect, improve and maintain public open space; to preserve private open space and to provide recreational and community facilities.

The Council will not normally permit development that would result in a loss of open space within the town except where specifically provided for in this Development Plan. Existing agricultural uses in open space areas will continue to be permitted, and reasonable development proposals in relation to this use will be considered on their merits.

**3.2.6 Zoning Objective F Institutional & Educational**  
*To provide for local neighbourhood, community and educational facilities.*

This zoning objective provides for local civic, religious, community and educational facilities including health care, child care, retirement homes, fire station, courthouse, schools, churches, meeting halls and other community facilities, ancillary neighbourhood uses and services.

**3.2.7 Zoning Objective G Agricultural**  
*To retain and protect agricultural uses.*

The purpose of this zoning is to ensure the retention of agricultural uses and protect them from urban sprawl and ribbon development. Uses which are directly associated with agriculture or which would not interfere with this use are open for consideration. This includes limited housing for members of landowners' families or persons who can demonstrate a need to live in the agriculture zone, tourism related projects such as tourist caravan parks or camp sites and amenity uses such as playing fields, or parks.

**3.2.8 Zoning Objective H Light Industry & Warehousing**  
*To provide for warehousing and light industrial development*

This zoning provides for light industrial and warehousing uses excluding retail warehousing. Other uses, ancillary or similar to industry and warehousing will be considered on the merits of each planning application and may be acceptable in this zone. Residential or retail uses (including retail warehousing) or incinerators/thermal treatment plants will not be acceptable in this zone.

Land Use	A	B	C	D	E	F	G	H
Dwelling	y	y	y	n	n	n	o	n
Guest house/hotel/hostel	y	o	o	n	n	n	n	n
Restaurant	y	o	o	o	n	n	n	o
Pub	y	n	n	o	n	n	n	n
Shop (convenience)	y	o	o	o	n	n	n	o
Shop (comparison)	y	n	n	n	n	n	n	n
Retail warehouse	n	n	n	n	n	n	n	n
School	y	o	o	o	o	y	n	n
Medical and Related Consultant	y	o	o	y	n	y	n	o
Health centre	y	o	o	y	n	y	n	o
Nursing home	y	o	o	n	n	y	n	n
Community hall & Sports halls	y	o	o	o	o	y	o	o
Recreational buildings and clubhouses	y	o	o	o	o	y	o	o
Cultural uses, library	y	o	o	o	o	y	n	o
Offices	y	n	n	y	n	n	n	o
Garages, panel beating and car repairs	n	n	n	n	n	n	n	y
Petrol station	o	n	n	y	n	n	o	y
Motor sales	o	n	n	y	n	n	n	y
Car parks	y	n	n	y	o	o	n	y
Heavy commercial vehicle parks	n	n	n	n	n	n	n	y
Cinema, dancehall, disco	y	n	n	n	n	o	n	n
Warehouse (wholesale)	n	n	n	o	n	n	n	y
Repository, store, depot	o	n	n	o	n	n	n	y
Industry	n	n	n	n	n	n	n	o
Industry (light)	n	n	n	o	n	n	n	y
Workshops	n	n	n	n	n	n	n	y
Playing fields	o	o	o	o	y	y	y	o
Place of worship	y	o	o	o	n	y	n	n
Park/playground	y	o	y	o	y	y	y	o
Tourist camping site	n	n	o	o	o	n	o	o
Tourist caravan park	n	n	o	o	o	n	o	o
Halting site	n	o	o	o	o	n	o	o
Cattleshed/slatted unit	n	n	n	n	n	n	y	n
Broiler house	n	n	n	n	n	n	y	n
Stable yard	n	n	n	n	n	n	y	n
Amusement Arcade	n	n	n	n	n	n	n	n
Hot food take-away	o	n	n	o	n	n	n	o
Utility structures	y	o	o	y	o	y	y	y
Funeral homes	y	o	n	o	o	y	n	y
Creche/playschool	y	o	y	o	o	y	n	o
Incinerator/Thermal Treatment Plant	n	n	n	n	n	n	n	n

y = permitted in principal, o = open for consideration, n = not permitted  
 Fig. 3.1 Land Use Zoning Matrix



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### 3.3 Specific Objectives

This section of the plan sets out specific objectives which the Council itself intends to carry out or intends other parties to carry out during the period of this plan in order to realise the stated aims and detailed policies of the plan. Achievement of these objectives will, in many cases, be dependant upon adequate finance being made available to the Council from central government and other sources. Where possible Specific Objectives are illustrated on Maps 1 and 2 accompanying this plan. However some objectives are not site specific and are therefore not illustrated on this plan.

### 3.4 Housing and Residential Objectives

The Council is committed to promoting a high quality of design in residential development. It is an objective of the Council to;

- HR1 Ensure a high standard in design, layout, provision of open space and landscaping and variation in house type and size in new residential development,
- HR2 Co-ordinate the provision of roads and other services to new housing developments
- HR3 Ensure the development of safer housing areas by encouraging layouts which facilitate pedestrian and bicycle movement and restrict traffic speeds,
- HR4 Prohibit ribbon development along routes into the town,
- HR5 Encourage the provision of landscaped pedestrian and bicycle links between and within estates and between residential areas the town centre and railway station.
- HR6 Preserve and reinforce existing mature trees and hedgerows in new residential areas,
- HR7 Ensure that infill development is in keeping with existing development in the vicinity in terms of scale, character and finishes.
- HR8 Ensure that all extensions to residential buildings are sympathetic in massing and scale to the existing building,

The Council is aware that increased demand has pushed the cost of housing beyond the reach of many families and is anxious to ensure that local residents in particular can be housed in Kilcock, if they so wish. It is an objective of the Council therefore to;

- HR9 Identify and acquire appropriate lands for social housing as necessary,
- HR10 Continue to co-operate with the South West Area Health Board and other statutory and voluntary bodies in the provision of sheltered and social housing,
- HR11 Seek an appropriate element of affordable and social housing in new residential development and utilise such powers as may be made available to local authorities and in accordance with a Housing Strategy to be prepared by Kildare County Council, to ensure appropriate proportions of new housing are made available as social and affordable housing.

### 3.5 Industry and Commercial Objectives

The Council is anxious to ensure that Kilcock develops in a balanced manner, with adequate employment opportunities for the residents of the town and its hinterland. It is an objective of the Council to;

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- IC1 Facilitate the development of commercial office, light industrial and warehousing development on appropriately zoned and serviced lands in co-operation with the IDA, Enterprise Ireland, the County Enterprise Board and County Development Board.
  - IC2 Safeguard residential areas and areas of high environmental quality from the adverse effects of industrial development,
  - IC3 Ensure that all new industrial, office park and warehousing schemes are appropriately landscaped and screened.

#### **3.5.1 Retail Objectives**

It is an objective of the Council to;

- IC4 Encourage the upgrading and expansion of existing retail outlets in the town centre,
- IC5 Encourage the use of upper floors in retail premises for commercial or residential use,
- IC6 Prohibit the development of large scale retail and retail warehouse developments on the outskirts of the town in accordance with the Retail Planning Guidelines 20000 (or as subsequently amended).

#### **3.5.2 Tourism Objectives**

It is an objective of the Council to;

- IC7 Support the efforts of Bord Failte, The Middle Eastern Regional Tourist Authority and the private sector in developing the tourism industry,
- IC8 Co-operate with Duchas in the development of the Royal Canal for tourism purposes.
- IC9 Protect and enhance the natural and built heritage of the town through the various conservation measures outlined elsewhere in this plan.

### **3.6 Education, Cultural and Community Objectives**

#### **3.6.1 Education**

It is an objective of the Council to;

- ECC1 Co-operate with the Department of Education and Science, the Kildare VEC and local school management boards in the provision of an adequate number of school places to serve the needs of the town's population,
- ECC2 Facilitate the development of sports, recreational and cultural facilities for schools in the town,
- ECC3 Preserve lands to the rear of Scoil Dara free from development as playing fields for the school and for the community,
- ECC4 Preserve free from development lands to the rear of St. Joseph's National School at Highfield Park to allow for the future expansion of the school and for playing fields and car parking,

#### **3.6.2 Health Services**

It is an objective of the Council to;

- ECC5 Co-operate with the South West Area Health Board in the provision of health and social facilities, nursing homes and sheltered housing.

#### **3.6.3 Fire Service**

- ECC6 It is an objective of the Council to ensure the town has an adequate fire service at all times and to cooperate with Meath County Council in the provision of a fire service for the town of Kilcock.

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### 3.6.4 Library Service

ECC7 It is an objective of the Council to provide a new enlarged library facility in the town centre of Kilcock.

ECC8 It is an objective of the Council to co-operate with Meath County Council in the provision of a library service for the town of Kilcock.

### 3.6.5 One-Stop-Shop/Civic Centre

ECC9 It is an objective of the Council to provide a one-stop-shop/civic centre in the town centre of Kilcock.

## 3.7 Utility Services Objectives

### 3.7.1 Water Supply

It is an objective of the Council to;

- U1 Provide sufficient water to serve all lands zoned for development in this plan,
- U2 Minimise wastage in the water supply network,
- U3 Preserve free from development the way leaves of all public water mains.
- U4 Cooperate with Meath County Council in the co-ordination of water supply for the town

### 3.7.2 Sanitary Services

It is an objective of the Council to;

- U5 Ensure that the necessary drainage facilities to serve the needs of all development are provided,
- U6 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,
- U7 Ensure the separation of foul and surface water effluents through the provision of separate sewerage and surface water run-off networks,
- U8 Ensure the changeover from septic tanks to mains connections in all cases where this is feasible,
- U9 Preserve free from development the way leaves of all public sewers,
- U10 Maintain and improve existing sewerage services,
- U11 Co-operate with Meath County Council in the provision of a sewerage network and sewage treatment for the town of Kilcock
- U12 Upgrade Kilcock sewage pumping station

### 3.7.3 Solid Waste and Recycling

It is an objective of the Council to;

- U13 Ensure Kilcock has an adequate solid waste collection system,
- U14 Regulate private contractors under the 1996 Waste Management Act by issuing refuse Collection permits when the appropriate regulations are made by the Department of Environment and Local Government,
- U15 Endeavour to ensure that the public has easy access to recycling banks by arranging for the provision of bring banks where possible in easily accessible locations,
- U16 Continue to work with and encourage the local community regarding waste management issues through the KIWI (Kildare Integrated Waste Initiative) programme,
- U17 Investigate the appropriateness of developing a civic amenity site at Bawnogues to provide a collection point for household recyclable material and to provide a facility for the reception of bulky items to be compacted into an enclosed container and removed for disposal to landfill at Silliot Hill, Kilcullen.

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- U18 Investigate the possibility of co-operating with Meath County Council in the provision of a refuse collection service and recycling facilities for the expanded town of Kilcock.

## 3.8 Transportation Objectives

### 3.8.1 Roads and Streets

It is an objective of the Council to;

- T1 Protect from development routes of future roads listed hereunder and seek their construction;
- 1 from development from Mollyware St. (Royal Meadows) to the Branganstown Rd.
  - 2 from the Enfield Rd. at Pitchfords Town to the Courtown Rd.
  - 3 the Kilcock interchange
  - 4 from the Enfield Rd. to the county boundary.
- T2 Carry out the following road improvements;
- 1 Realign and improve the Clane Rd. between Ballybrack Stud Farm and the Mount
  - 2 Realign and improve Ballycaghan Rd.
  - 3 Realign and improve the Courtown Rd.
  - 4 Realign and improve the Laragh Rd.
  - 5 Improve and widen Connaught St.
- T3 Prevent new development from accessing from cul-de-sacs and hammerheads in existing residential areas.

### 3.8.2 Pedestrian

It is an objective of the Council to;

- T4 Provide footpaths and public lighting at the following locations;
- 1 The east of Mollyware St. and the development boundary
  - 2 The Fairgreen and the Development Boundary to the east of the town
  - 3 Along the canal banks at Harbour St.
  - 4 Refurbish all footpaths in the town and improve access for the disabled where appropriate.
  - 5 Upgrade the existing pedestrian access from School St. to Bridge St.
  - 6 Ensure all new footpaths are designed and constructed to cater for the needs of people with disabilities,
  - 7 Provide a pedestrian link from Highfield Park to the Bawnoges.
  - 8 Along Enfield Rd. to the cemetery.
- T5 Upgrade Public Lighting as the need arises.
- T6 Investigate the installation of pedestrian traffic lights on the Courtown Rd.

### 3.8.3 Traffic and Parking

T7 It is an objective of the Council to;

- 1 Investigate the provision of additional off street public car parking in the town centre,
- 2 Provide disabled car parking spaces at appropriate locations throughout the town,

- 3 Ensure the provision of permanent durable surfaces to all public and private car parking facilities,
- 4 Investigate the possibility of providing a car park serving the railway station,
- 5 Provide passive traffic calming measures at appropriate locations as the need arises.
- 6 Carry out a Local Transport Plan after the construction of the Kilcock Interchange and carry out its recommendations, subject to compatibility with other policies and objectives of this plan
- 7 Ensure adequate car parking spaces are provided in all new development
- 8 Consider the relaxation of normal road and car parking standards where compatible with road safety within the Architectural Conservation Zone, to retain its attractive townscape quality.
- 9 Investigate, and provide if necessary, traffic lights to control the anticipated increase in traffic at the junction of Mollyware St. and Meadowbrook Rd. arising from new residential development.
- 10 Ensure that new development within the Courtown Estate is only accessed from a new access point on the Clane road (R407)

#### **3.8.4 Public Transport**

T8 It is an objective of the Council to;

- 1 Encourage and co-operate with Iarnród Éireann in the upgrading of the railway line and station
- 2 Co-operate with Bus Éireann, Dublin Bus and private operators in ensuring an adequate bus service in the town and in the provision of bus stops at appropriate locations,
- 3 Ensure where possible all public transport is accessible to the disabled.
- 4 Promote the development of a local public transport network linking the towns and villages of County Kildare

#### **3.8.5 Cycling**

T9 1 It is an objective of the Council to ensure adequate secure bicycle parking facilities are provided as part of new educational, recreational and commercial developments.

It is an objective of the Council to investigate the feasibility of providing cycle lanes, and seek to provide where possible, at the following locations;

- 2 from Shaw Bridge, parallel to the railway line to the Enfield Rd. and connecting to the Bawnogues
- 3 From the Square along the County Boundary to the Trim Rd., with bridge connecting to the Co. Meath side at an appropriate location.
- 4 From Kilcock to Maynooth along the Royal Canal tow path.

### **3.9 Open Space, Recreation and Amenity Objectives**

It is an objective of the Council to;

- OSA1 Provide and facilitate the provision of suitably located land for community use,
- OSA2 Continue to co-operate with community and sports bodies in the development of the canal and other recreational areas in the town,
- OSA3 Seek to develop the Bawnogues as all-weather playing pitches and athletics track for the north west Kildare area, as funding allows,

- OSA4 Protect the amenity and tourist value of the canal, protect its banks, footpaths and develop walking routes along the canal in conjunction with the relevant statutory bodies and voluntary groups.
- OSA5 Protect existing open spaces and recreational uses from encroachment by other uses.
- OSA6 Co-operate with community groups in the provision of playground(s).
- OSA7 Promote the planting of native woodlands as a buffer between the motorway and new residential development.

### 3.10 Town Centre Objectives

- TC1 It is an objective of the Council to preserve the townscape character of the town centre with its pattern of two storey buildings with pitched slate roofs.

This objective will principally be achieved through the development control process and through the provision of advice to developers. Special care will be required within the *Architectural Conservation Area*.

It is an objective of the Council to

- ~~TC2 encourage the undergrounding of utility cables in the town centre.~~
- TC3 seek the removal of unnecessary street furniture and clutter
- TC4 protect street furniture of heritage value
- TC5 strictly control advertising and seek to remove existing established signage (in particular neon and plastic signs) which is visually obtrusive or out of scale with the character of the town centre
- TC6 ensure that the existing historic street pattern is retained.
- TC7 carry out an Environmental Improvement Scheme in The Market Square, as funds allow.
- TC8 Actively promote the restoration and regeneration of the town centre through the Town Renewal Scheme.
- TC9 Encourage the retention and further development of active ground floor retail uses.

### 3.11 Environment and Conservation Objectives

#### 3.11.1 Protected Structures

- EC1 It is an objective of the Council to secure the preservation of certain items and structures of artistic, historic or architectural interest in Kilcock which are listed in table 3.2 below.

The Council will accordingly, in its development control function, have regard to this objective. Any proposal to demolish or alter these items in any way will require planning permission and the effect of this objective is to remove any such development from exempted development provisions of the Planning Acts and Regulations.

The listing of these items for preservation denotes their inherent value to the community. This value is recognised by the Council and to this end, the Council will draw attention to the heritage value they represent. It will be an objective to develop the tourist and recreational potential of the items listed where possible and appropriate.

- EC2 It is an objective of the Council to assist owners of such properties in their maintenance and repair through advice and grant aid under the Building

Conservation Grants scheme operated by the Department of Environment and Local Government.

The Council recognises that structures listed for preservation are best protected if kept in economic use and will therefore favourably consider a change of use to higher value economic use which would not normally be approved in that particular zone, subject to the character and artistic, historical and architectural value of the building being maintained and the amenity value of neighbouring properties being retained.

In addition to the items themselves it is an objective of the Council to preserve their environs and setting and to prevent and exclude any development which would destroy or detract from their amenity value.

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 development which may be acceptable to a particular protected 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.

The following structures are listed for protection;

Reference	Item and Location	Description
IP 1	Ulster Bank, The Square	building
IP 2	County Bridge, the Square	bridge
IP 3	Hugh Murphy's Pub, the Square	building
IP 4	3 storey building next to IP 5. The Square	building
IP 5	Aidan Byrne's pub	building
IP 6	O'Reilly's, School St.	building
IP 7	M. Daly, the Square	Building
IP 8	St. Coca's Catholic Church, Mill Lane	Building and boundary
IP 9	The Convent, Church St.	Building and boundary
IP 10	AIB Bank, Harbour st.	Building
IP 11	St. Joseph's School, School St.	Building
IP 12	The Shrubbery, Church St.	Building and boundary
IP 13	Creighton House, Molly Ware St.	building
IP 14	The Pharmacy, Mill Lane	Building
IP 15	Grave Yard and wall, Church St.	Graveyard and boundary
IP 16	The Lions House, Church st.	Building
IP 17	Corscadden's Hotel, Church St.	Building
IP 18	Dwelling adjacent to Ulster bank, The Square	Building
IP 19	O'Keefe's Public House, Harbour St.	Building
IP 20	House on Courtown Rd. with 18 <sup>th</sup> c plaque	Building
IP 21	Milestone, Church St.	Street furniture
IP 22	Shaw Bridge,	bridge
IP 23	Canal lock and harbour	Navigation Structure
IP 24	Courtown Demesne gate and gatelodge	House and gate
IP 25	Former Church (now residence) on Enfield Rd.	House
IP 26	Market Cross	Monument

Table 3.2 Protected Structures

### 3.11.2 Architectural Conservation Area

An area of the historic core of the town has been designated on Map 2 as an *Architectural Conservation Area*.

EC3 It is an objective of the Council to protect and enhance the character of the *Architectural Conservation Area* delineated on Map 2. The repair and refurbishment of existing buildings will be favoured over demolition and new build. New development should be sympathetic in scale, massing and detailed design to the existing character of the area.

Specifically, the repair (or replacement with replicas if necessary) of original timber sash windows, cast iron rainwater goods and railings, natural slate roofs, chimneys and external renders will be sought for all buildings within this area. Shop fronts and

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signage should be traditional in design and respect the scale and character of the original building.

### **3.11.3 Protected Views and Prospects**

EC 4 It is an objective of the Council to protect views and prospects of the canal from all locations

EC5 It is an objective of the Council to preserve views and prospects forming the settings and environs of all protected structures

### **3.11.4 Tree Protection Orders**

EC6 It is an objective of the Council to protect, by way of tree protection orders trees and groups of trees of special amenity value at the following locations through the use of tree preservation orders or by other means;

- 1 the old cemetery off Church Lane
- 2 group of trees on the site to the south-east of Courtown Rd., along the Commons south and bordering Ballybrack stud,
- 3 line of trees along the boundary wall to the north of Church St. and adjacent to Scoil Dara.
- 4 Mature woodlands (main avenue and boundary planting) within Courtown Estate
- 5 Line of trees forming eastern boundary to Royal Meadows estate (this objective shall not preclude the development of the proposed road connection to the Branganstown Rd., (objective T1,.1) which may result in the loss of some of these trees)

### **3.11.5 Archaeology**

An area of the town (delineated in the Specific Objectives map) has been recognised by Duchas as being a Zone of Archaeological Potential.

EC7 It is an objective of the Council to protect the town's archaeological heritage within the Zone of Archaeological Potential and in the vicinity of sites listed on the Sites and Monuments Record.

All development proposed within this zone, and in the vicinity of National Monuments will require to be undertaken under the supervision of a licensed Archaeologist. Planning applications within these areas will be referred to Duchas.



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## **4.0 DEVELOPMENT CONTROL**

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## 4.0 General

- 4.0.1 The Planning Authority is required under the Local Government (Planning and Development) Acts to control development, ensuring that permissions granted under the Acts are in accordance with the proper planning and development of the area and are consistent with the policies and objectives of the Development Plan. The Kilcock Development Plan is the statutory development plan regulating land use, development and conservation in the town of Kilcock.

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

Development Control will be exercised by the Council in a positive manner, having regard to the provisions of the Planning and Development Act, and in accordance with the proper planning and sustainable development of the town.

Discussions with the Planning Authority prior to the submission of planning applications are useful in helping to clarify policies and issues for both the Planning Authority and developer. Any such discussions will take place without prejudice to the decision of the Planning Authority on the individual or other development proposals. Development proposals that are consistent with the provisions of the Plan will not necessarily be permitted.

Development proposals may be subject to other regulations and statutes, covering fire, air and water pollution etc., as well as building regulations. In particular developers' attention is drawn to their obligation to cater for the needs of the disabled under Part M of the Building Regulations.

In cases where development has commenced or is being carried out without planning permission or in breach of a permission, the Council will take enforcement action without undue delay. The developer is obliged to comply with all conditions attached to a planning permission and if conditions are stated to be carried out prior to commencement of development, the developer shall comply with same.

## 4.1 Development Standards

### 4.1.1 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.

### 4.1.2 Site Coverage

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.

### 4.1.3 Plot Ratio

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

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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 land within the curtilage of the site. Generally the maximum plot ratio standard shall be 1.0 for all development. Within the Town Centre Zone the maximum plot ratio shall be 2.0.

#### **4.1.4 Building Lines**

Building lines in the urban environment define and contain public space. They are also intended to provide protection from the noise and fumes associated with traffic, allow for the provision of off-street car parking and allow for future road development.

Generally, in determining applications for development works the Council will seek to ensure that development is not carried out in front of established building lines or in a position where it would be in conflict with the building lines determined by the Council to be appropriate for that area.

Maintenance of the traditional street line is of particular importance in the Town Centre area. However, in specific situations, it may not be in the interests of good planning to enforce a rigid standard for building lines. Consequently, the Planning Authority, in the interests of maintaining a good townscape, will examine each application on its own merits.

#### **4.1.5 Building Heights**

A high building is defined as one which is significantly higher than neighbouring or nearby buildings. In a number of locations, particularly within the town centre, consideration may be given to developments in which an increase in building height is proposed, especially where this provides added definition to the streetscape. Where buildings front onto large expanses of open space or wide streets and roads, taller buildings help give definition to the space or road. In such situations buildings of up to four storeys may be acceptable.

The building height of proposed developments will generally be considered in terms of the extent and location of the site, its relationship to open space, the width of the road or street onto which it faces and its setting within the town.

- the degree of overshadowing and loss of light to surrounding property;
- the degree of overlooking (particularly of residential property) and consequent loss of privacy to surrounding premises;
- the extent to which there is a disruption of the scale of an existing streetscapes;
- the extent to which the building detracts from structures or spaces of architectural or historic importance;
- the extent to which the building detracts from important landmarks;
- the detrimental effect on any existing building having special visual identity;
- any attractive view from significant vantage points that would be obscured by the building;
- the degree of obtrusion of the building on the skyline;
- the visual relationship as well as the scale of the building in relation to open space and the effects of the building on the quality of the space;
- the area of the site and whether it is large enough to provide a visual transition from the scale of surrounding development and
- whether the purpose or civic importance of the building would justify its prominence.

#### 4.1.6 Car 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 4.1 shall apply.

**Table 4.1 Car Parking Standards**

Type of Development	Relevant Car Parking Standards
House and flats (3 bedrooms or less)	1 car spaces per dwelling unit + 1 visitors parking space per 2 dwelling units
Houses (4 bedrooms or more)	2 car spaces per dwelling unit
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 floor space
Offices (town centre)	1 car space per 25 sq.m. of gross floorspace
Office Park	1 car space per 20 sq. m. of gross floor space
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	6 car spaces per 5classrooms
Secondary Schools	2 car spaces per classroom
Nursing homes	1 car space per 2 bedrooms
Hospitals	3 car spaces per 2 beds
Clinics and Group Medical Practices	2 car spaces per consultant

Note: Large or complex 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 involved in the operation of the business or building. The minimum size for a car parking space shall be 2.4 x 4.8m with circulation aisles a minimum 6m wide. Loading bays shall be a minimum 3 x 6m.

Where the provision of car parking is required by this plan, such provision may be met by providing the required spaces within the development or, where the council require, 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.



**Fig 4.1** In the interests of security car parking should be overlooked by buildings where possible.

#### 4.1.7 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.

#### 4.1.8 Drainage

Developers will be required to provide efficient systems of drainage with separate surface water drains. On site attenuation of surface water may be required if, in the opinion of the Council, there is a risk of the development causing flooding or significant damage due to storm surge in existing water courses.

#### 4.1.9 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 to maximise convenience to the entrance of buildings, and positioned so as to ensure safety, security and supervision.

The planning authority will also encourage the provision and enhancement of cycle parking facilities where possible at the railway station, public buildings, retail centres and leisure facilities.

**Table 4.2 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
Warehousing	1 stand for every 250 sq.m. of gross floorspace
Theatre, cinema, church, stadium	1 stand for every 20 seats
Hotels, guest houses	1 stand per 4 bedrooms
Lounge bars	1 stand for every 30 sq.m. of public floorspace
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.

#### 4.1.10 Public Utilities

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

#### 4.1.11 Environment

It is the policy of the Planning Authority to minimise the threat of air, land, water or other environmental pollution by use of the statutory powers of the local authority. The attention of developers is drawn to the requirements of the Environmental Impact Assessment Regulations.

#### 4.1.12 Noise

The Council will seek to ensure that new development does not cause an unacceptable increase in the noise levels affecting surrounding properties and that new development, in turn, will not suffer from unacceptably high existing noise levels. Generally noise levels should not exceed 68dB (A) 1m outside the most exposed window of any residential unit.

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#### **4.1.13 Access for Disabled Persons**

The Planning Authority will require that the layout and design of a proposed development gives consideration to the needs of the disabled. Building designs and site layouts shall allow full access to the building for all disabled persons, whether employees, residents or the visiting public.

#### **4.1.14 Access to Land**

It is the policy of the Planning Authority to ensure that no development takes place that will prejudice the provision of vehicular and pedestrian access to undeveloped zoned lands.

## **4.2 Residential Design Standards**

### **4.2.1 Residential Density**

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 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 a 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.

Existing residential densities vary considerably throughout the town. The Council will seek to promote appropriate levels of higher residential densities on 'brownfield sites', in the town centre and at other appropriate locations such as close to the railway station.

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 and leisure infrastructure, are essential if increased residential densities are to be acceptable.

Subject to the over-riding density control for each zoning objective, the indicative densities for various types of residential development are identified in the following table. 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 4.3 Indicative Residential Densities per acre**

	Maximum residential density per acre
2 storey buildings of apartments	24 dwelling units
3 storey buildings of apartments/duplexes <sup>4</sup>	33 dwelling units
4 storey buildings of apartments/duplexes	35 dwelling units
Terraced housing and maisonettes	14 dwelling units
Semi-detached Housing	10 dwelling units
detached housing	8 dwelling units

#### 4.2.2 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;
2. The capacity of the infrastructure to cater for the design population;
3. The adequacy of present and future community facilities;
4. Appropriate density;
5. Adequate privacy for individual houses, flats etc.;
6. The safety of proposed layouts and the capacity of existing roads to absorb future development;
7. Adequate provision for car parking, open space, landscaping and planting; and
8. 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 attractive 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. Thus, for example, two or three storey apartment/maisonettes may be located on corner sites to form a gateway into a cluster and allow the designer more flexibility in the use of awkward sites.

Three storey apartment or maisonette development may give a more appropriate scale fronting on to large open spaces or wide distributor roads, while more intimate spaces can be created with traditional two storey houses developed in clusters to the rear. Terraced housing can create a stronger sense of enclosure than semi-detached or detached houses. The judicious siting of single aspect housing, where the 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 eponymous 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.

<sup>4</sup> For the purpose of this plan a house and a maisonette is defined as a dwelling with its own external access while an apartment, flat or duplex is a dwelling accessed from an internal lobby or hallway.

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Proposals for large residential developments (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.

Developer's attention is drawn to the recommended standards of the *Childcare Facilities; Consultation Draft 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.

#### **4.2.3 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 and 'traffic calming' to ensure low ambient traffic speeds can be designed into the layout from the outset, rather than added as an afterthought.

Distributor roads must be not less than 7.3m.

For more detailed guidance on the design of road layouts the designer is referred to *Design Bulletin 32, Residential Roads and Footpaths – Layout Considerations*, (2<sup>nd</sup> 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* (1998) are also acceptable.

#### **4.2.4 Car Parking in Residential Areas**

Car parking standards are laid out in table 4.1. 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 can be reduced by the judicious use of screen planting, low walls and the use of different textured or coloured paving for car parking bays.

#### **4.2.5 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.

#### **4.2.6 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. All existing pedestrian routes will be preserved. New pedestrian routes should be designed with the security and safety of users 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



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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.

#### **4.2.7 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.

An absolute minimum private open space of 55m. sq. will be required for all houses. The standards to be applied for private open space provision per bed-space<sup>5</sup> are 16 sq. m. for houses 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.). In addition a minimum of 22m will normally be required between directly opposing rear first floor windows. A minimum of 2.5m should be provided between dwellings to allow access for maintenance

In innovative designs, where a mix of houses, maisonettes and apartments with semi-private and communal open spaces are 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.

#### **4.2.8 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 space for visual delight, should be clear and the space designed and landscaped accordingly.

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. 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 access 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, in areas close to existing or

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<sup>5</sup> A bedroom of not more than 10 sq. m is considered to be one bed-space while a bedroom of 10 sq. m. or above is considered to be two bed-spaces.

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proposed public amenity/open space areas (within 200m) and in the town centre, 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.

The 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. As the Council does not yet have a Parks Department or other resources to maintain public open spaces at the moment, a management plan for the maintenance of open space should be provided as part of the development proposal. This plan will outline how, and by whom (whether a management company or the residents themselves), the open space will be maintained.

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 is 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. The developer will be required to provide sufficient detail in his application, including a detailed planting schedule, fully rendered drawings and samples of proposed materials for such an assessment of quality to be made.

#### **4.2.9 Apartment Developments**

Apartment developments should be of high quality incorporating car and bicycle parking facilities (see tables 4.1 and 4.2) 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 meters should be provided within each dwelling 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 15 m 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 purposes. 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.

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In such cases a management plan for the maintenance of the space must be provided.

The Council requires that an adequate level of private and public open space be provided for residents (see par. 4.2.8). 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 provision of public open space that facilitates the occupants of the apartments.

#### **4.2.10 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 predominant design features, the existing residential density and the existence of particular elements such as towers, groups of trees, listed buildings or open spaces.

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.

#### **4.2.11 Street Lighting**

Street Lighting should be at 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.

#### **4.2.12 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 placenames. The naming of residential estates shall be approved by the Planning Authority in order to avoid duplication or confusion. All dwellings will be provided with numbers visible from the public road.

#### **4.2.13 Standards of Construction**

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

#### **4.2.14 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.

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.

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The Council will encourage the provision of compost bins where practical in residential development.

#### **4.2.15 Motorway and National Route Reservations**

In order to protect future residents from potential noise and other pollution no residential development will normally be allowed within 91m of the road fence of motorways or national primary routes. While lands within this reservation may be acceptable as 'kick about' space or playing fields if appropriately landscaped and with suitable noise attenuation measures, the bulk of public open space for residential development must be provided outside the 91m reservation.

### **4.3 Retail Development**

#### **4.3.1 Shopping Centres**

Applications for shopping centre developments will be considered in the light of the recommendations of the *Retail Planning Guidelines 2000* or as subsequently amended.

Generally shopping centres should be located in areas zoned Town Centre and should incorporate other uses so as to maintain activity outside normal shopping hours. Consideration must be given to the integration of the building into the surrounding townscape and the landscaping of the site. The design of the centre should ensure that the site is not dominated by car parking.

Shopping centres must include public toilets and baby changing facilities and should, where possible, include other utilities such as creches, sub-post offices etc. Shopping centres should provide recycling facilities and secure bicycle parking.

#### **4.3.2 Petrol Filling Stations**

Petrol filling stations must be located on the outskirts of the town but inside the 30mph or 40 mph speed limits. The preferred location is the near side of the roadway on the way out of town.

Filling stations will not be allowed in open country, within the town boundary.

Access to/from the proposed filling station must be in accordance with the Council's requirements, relating to each site.

The element of convenience retailing forming part of the station must be made explicit in any planning application.

#### **4.3.3 Gaming and Amusement Arcades**

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

It should be noted that the placing of amusement machines in business premises used primarily for other purposes (e. g. take-aways, licensed premises etc.) require planning permission and is not considered by the Council to constitute exempted development.

#### **4.3.4 Hot Food Take-Aways**

Hot food take-aways will only be permitted where they do not interfere with the amenity of other businesses and neighbouring residences. In this regard potential smell, late night noise and potential litter will be taken into consideration.

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#### **4.3.5 Shop Front Design Standards**

The Council requires a high standard of shop front design and advertising. Existing traditional shop fronts should be retained where possible, especially in the town centre.

The Council will encourage good shop front design, either of traditional or modern design, provided that they are constructed of appropriately robust materials and are in scale and proportion to the building and neighbouring buildings. The design must be approached in an integrated way, including signage, advertising and lighting.

Building and plot divisions should be retained externally, even when the internal divisions have been removed.

The use of external roller shutters and the permanent removal of shop fronts leaving the shop open to the pavement, are unacceptable. Security shutters should be mounted behind the window glazing, be of the open grill type and coloured to blend with the overall shop front. Alternatives to roller shutters, such as removable timber shutters or open grilles are preferred.

Externally mounted loudspeakers are unacceptable.

Internally lit neon signs, flashing, reflectorised or glitter type signs located on or visible from the exterior are unacceptable.

Signs and advertising of excessive size or number, or projecting above the parapet/eaves height or outside the bulk of the building are unacceptable.

Where brand or corporate signage is permitted it will be expected to be in a form and design which is compatible with the streetscape. Compatibility with the streetscape and individual buildings will be considered more important than the uniformity between branches of a company.

Projecting brand signs, of whatever type or design, are unacceptable.

### **4.4 Advertising and Signage**

The Council accepts that advertising is an integral part of commercial and industrial development. However, in considering applications for advertising structures, it remains the primary concern of the Planning Authority to protect the essential character of the town.

#### **4.4.1 Location of Advertising**

The Council is opposed to advertisements in residential areas, on or near buildings of architectural or historical importance, adjacent to amenity and recreational areas. As advertising is an accepted part of commercial and shopping activity, appropriate levels and types of it will generally be allowed on commercial buildings and shops. Control will be exercised to prevent clutter in any location and to limit the size and number of signs on any building.

#### **4.4.2 Design of Advertising**

The Council will seek to avoid a proliferation of advertisements in the town. Proposals for signs and advertising structures should:

- be in scale and harmony with the surrounding environment;
- not interfere with the safety and free flow of traffic;
- not obscure traffic signs;
- not impair the amenities of the area;

- 
- not interfere with windows or other features of a building façade; and
  - not project or obtrude, in whole or part, above the eaves of the building or skyline.

#### **4.4.3 Temporary and Free Standing Advertisements**

Free-standing advertising structures, such as sandwich boards, which require a license under Part xviii, Section 254 of the 2000 Planning and Development Act, will not be allowed on footpaths or in pedestrian areas where they have the potential to cause an obstruction and may be a hindrance, particularly to disabled persons. Temporary advertisements may be permitted in certain positions and in greater numbers than would be acceptable on a permanent basis. Where locations are considered suitable, advertising panels may be permitted on builder's hoardings for a specified period. As a general principle the planning authority has a clear preference for smaller sized and vertical proportioned advertising panels.

### **4.5 Telecommunications Masts and Satellite Dishes**

Telecommunications masts, satellite dishes and associated equipment should be located on existing masts or pylons, or in industrial or utility areas. They may be permitted on high buildings of utility or industrial types but will not be permitted on churches or other civic buildings, nor in the vicinity of schools or residential areas.

The Council will require all services to be installed underground in new developments and where possible in existing areas.

Satellite dishes should generally be located to the rear of buildings. Planning permission will be required for satellite dishes on protected structures and within the architectural conservation zone.

### **4.6 Environmental Impact Assessments**

The Council will operate the provisions of the European Communities (Environmental Impact Assessment), Regulations 97/11/EC of 1997 and the Local Government (Planning and Development) EIS Amendment Regulations SI No 93 of 1999 and as subsequently amended. All developments to which these regulations apply, including proposed public authority projects, will be required to submit detailed Environmental Impact Statements as part of the planning approval process.

### **4.7 Care for People with Disabilities**

In addition to the obligation to provide for the needs of people with disabilities contained in the Building Regulations the Council shall require all public footpaths and pedestrian links to be accessible to people with disabilities. Street furniture shall be placed in such locations as to not impede wheelchairs, push chairs and buggies. Footpaths must be dished and marked by stippled paving at crossing points.

### **4.8 Development Contributions and Cash Deposits**

#### **4.8.1 Development Contributions**

The Planning Authority, taking into consideration the capital expenditure necessary for the provision of infrastructure required to facilitate development, will require financial contributions in relation to drainage, water supply, roads, open space and car parking. It is the policy of the Council that the rate of contribution in respect of

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development will be assessed on an individual basis, except where overall contributions are warranted (e. g. for mains water, sewerage and the road network for the town 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 a levy on all planning permissions to assist the Council in carrying out the objectives contained in this plan.

#### **4.8.2 Cash Deposits and bonds**

Developers will be required to lodge a Cash Deposit/Insurance bond for the satisfactory completion of residential and other developments and their ancillary services, prior to their being taken in charge. In determining the amount of the deposit/bond, the previous record of the developer in completing estates satisfactorily will be taken into consideration. Deposits/bonds will be required in residential, industrial estate development and other developments as the Council considers necessary. It is the Council policy that all developments will be taken-in-charge on completion.

### **4.9 Planning Advice and Guidance**

#### **4.9.1 Planning Clinics**

The Council operates a system of free planning advice where intending developers or individuals can avail of guidance on all planning matters. It is intended this system will continue for the period of this plan. All persons contemplating development are strongly advised to consult with Council planning officials prior to submitting planning applications. Even in the event that intended development is exempt and, therefore does not require planning permission, developers are advised to consult with the planning authority before beginning work, so as to satisfy themselves that no planning permission is required. It is Council policy to give this advice and guidance without charge. Such advice is without prejudice to the final decision of the Planning Authority. The Council will endeavour to make its planning staff available to the public during public hours as resources permit.

#### **4.9.2 Publication of Guidance**

It is the intention of the Council to publish leaflets and brochures to give guidance on many of the policies of the Development Plan to the general public.

#### **4.9.3 Co-operation with Voluntary Bodies.**

It is the policy of the Council to co-operate with the various voluntary and statutory bodies towards the development and renewal of the town, and towards its promotion and beautification. To this end joint venture operations and award schemes will be undertaken as appropriate.

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## **Appendix A      MAPS**






















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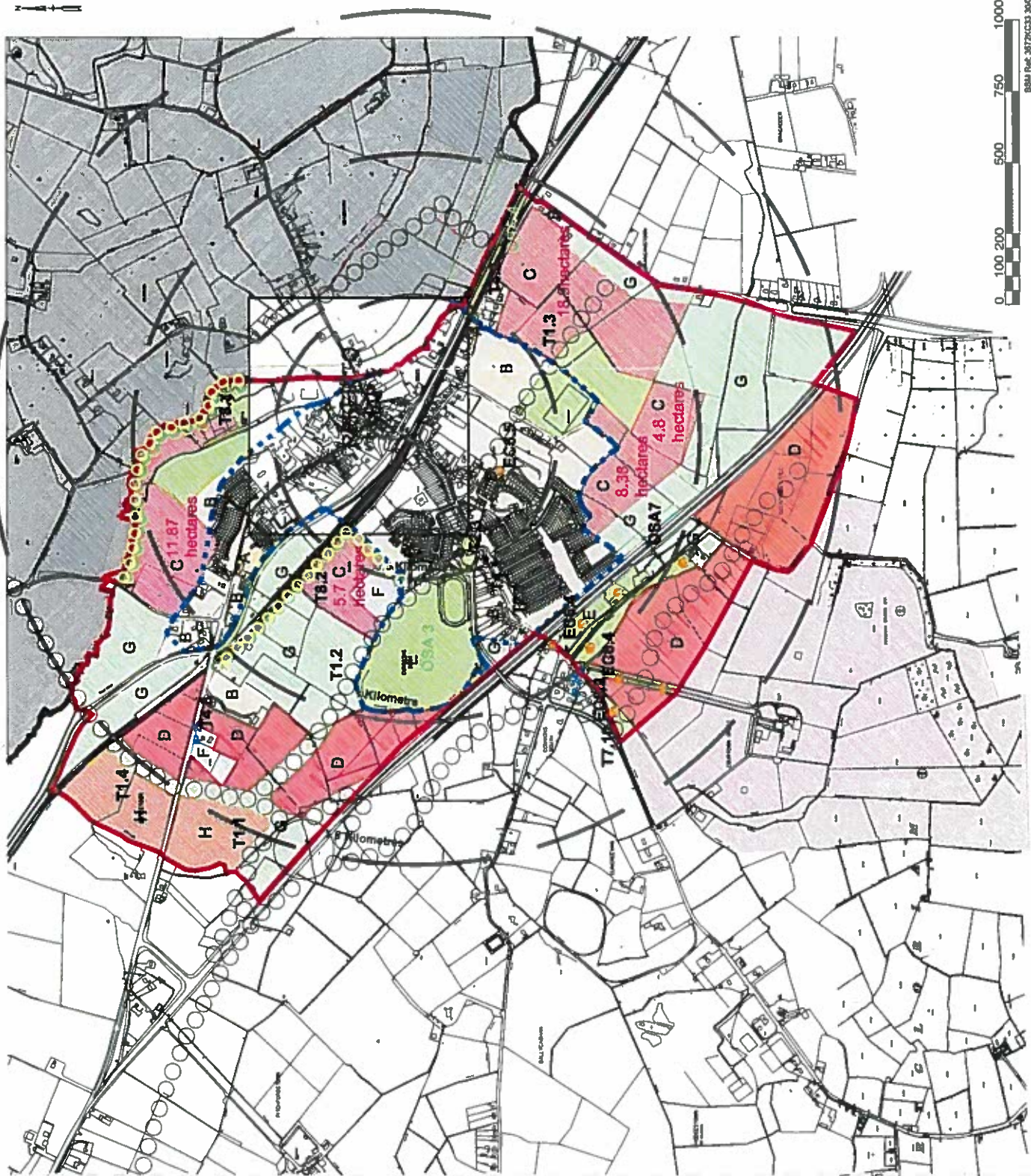
**Appendix B**

**DISTRIBUTOR ROAD DESIGN STANDARDS**



**KILCOCK DEVELOPMENT PLAN 2002  
LAND USE ZONING AND SPECIFIC OBJECTIVES**

-  **A: Town Centre**
  -  **B: Existing Residential / Infill**
  -  **C: New Residential Development**
  -  **D: Offices**
  -  **E: Open Space & Amenity**
  -  **F: Institutional & Educational**
  -  **G: Agricultural**
  -  **H: Light Industry & Warehousing**
  -  **Development Boundary 2002**
  -  **1985 Development Boundary**
  -  **Distance from Railway Station (at 500m intervals)**
  -  **County Meath**
  -  **Meath County Border**
  -  **Lands proposed zoned for development in County Meath**
  -  **Area of Kildare Environs Plan (See 1999 Kildare County Development Plan)**
  -  **Protected Structure Objective**
  -  **Tree Preservation Order Objective**
  -  **Roads and Traffic Objective**
  -  **Cycle Track Objective**
- Road and cycle track routes are diagrammatic only*



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KILCOCK DEVELOPMENT PLAN 2002

LAND USE ZONING AND SPECIFIC OBJECTIVES

- A: Town Centre
- B: Existing Residential / Infill
- C: New Residential Development
- E: Open Spaces & Amenity
- F: Institutional & Educational
- G: Agricultural
- Development Boundary 2002
- Distance from Railway Station (± 500m Nearest)
- Protected Structures Objective
- Roads & Traffic Objective
- County Meath
- Meath County Border
- Zoned for development in County Meath (See Meath County Development Plan)
- Zone of Archaeological Potential
- Architectural Conservation Area
- Protected View / Prospect Objective
- Cycle Path Objective
- Tree Preservation Order Objective

Note: Road and cycle path routes are diagrammatic only

