

# Kildare Town Local Area Plan 2012-2018

Plean Cheantair Aitiuil  
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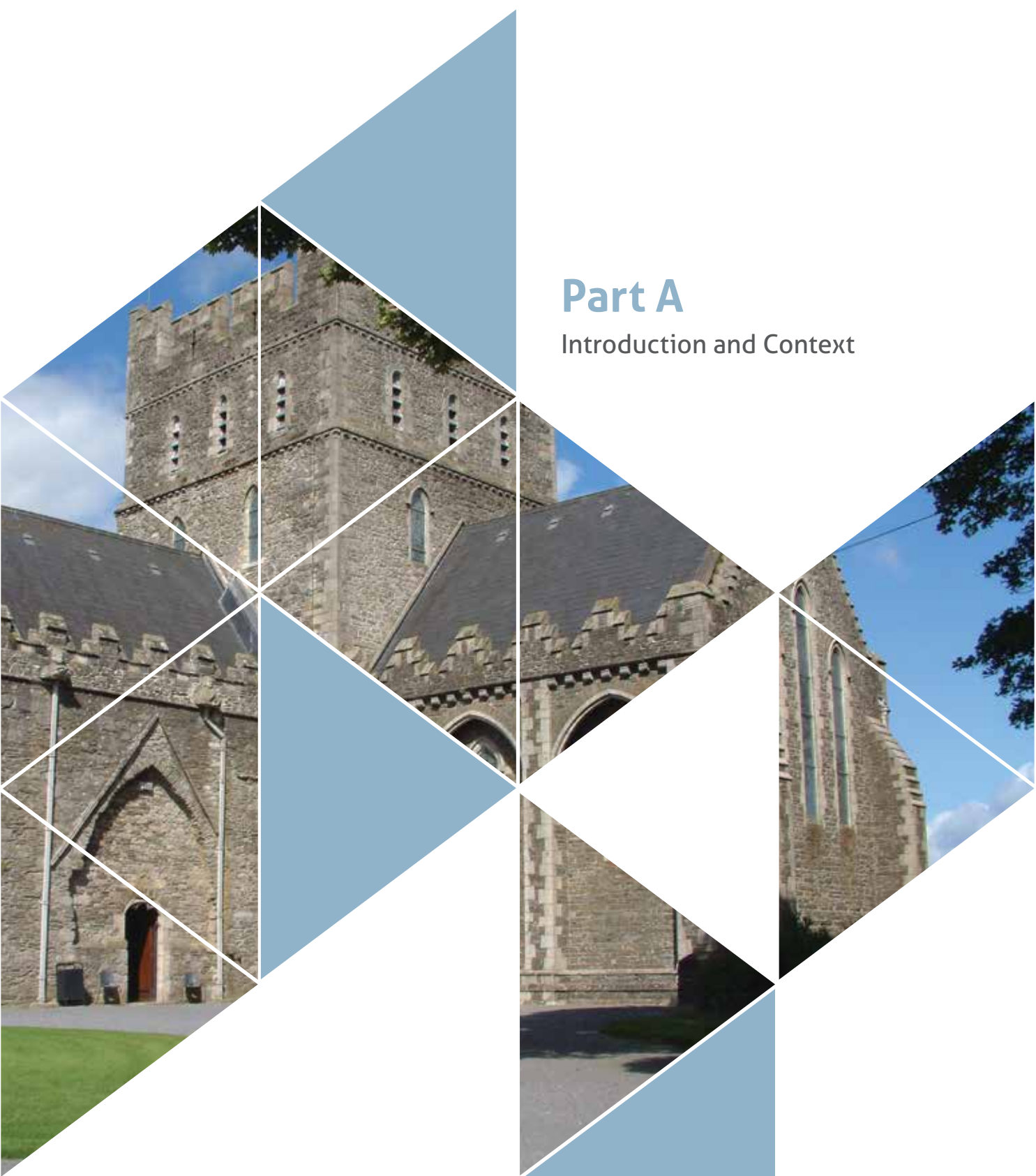
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# Part A

Introduction and Context



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**Aim:** *To build on Kildare town’s strengths and to provide a focused approach to planning for future growth in a coherent sustainable, spatial fashion. The Plan aims to achieve a more consolidated urban form that facilitates a sustainable economic base and creates sustainable and integrated communities while balancing future development with the conservation and enhancement of the town’s natural and built environment.*

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## 1.0 Introduction

The Kildare Local Area Plan (LAP) 2012–2018 has been prepared in accordance with the requirements and provisions of the Planning and Development Act 2000 as amended. It sets out an overall strategy for the proper planning and sustainable development of Kildare in the context of the Kildare County Development Plan 2011–2017 and the Regional Planning Guidelines of the Greater Dublin Area 2010–2022. It is also informed by Ministerial Guidelines issued pursuant to Section 28 of the Planning and Development Act 2000 as amended together with EU requirements regarding Strategic Environmental Assessment and Appropriate Assessment.

This Plan comprises a written statement with accompanying maps and is set out in three parts:

- **Part A: Introduction and Context**  
Outlines the social, economic and planning context for the town, setting the framework for the plans policies and objectives.
- **Part B: Policies and Objectives**  
Sets out specific policies and objectives for the plan relating to housing, economic development, retail, tourism, urban design, etc.
- **Part C: Mapped Objectives**  
Sets out objectives in the plan which can be mapped including land use zoning, site specific objectives for road improvements, natural and built heritage, protected views, design briefs, etc.

The written statement shall take precedence over the maps should any discrepancy arise between them. In the full interpretation of all objectives for Kildare, it is essential that both the County Development Plan (CDP) and the Local Area Plan (LAP) are read in tandem. Where conflicting objectives arise between the CDP and the LAP, the objectives of the CDP shall take precedence. It should be noted that the general development control standards applicable to the Plan area are included in the County Development Plan.

### 1.1 Local Area Plans Status and Process

Sections 18–20 of the Planning and Development Act 2000, as amended, provide that a Local Area Plan (LAP) may be prepared in respect of any area which a Planning Authority considers suitable, in particular for areas which require economic, physical and social renewal and for areas likely to be the subject of large-scale development within the lifetime of the plan.

A LAP shall be made in respect of an area which:

- Is designated as a town in the most recent census of population, other than a town designated as a suburb or environs in that census,
- Has a population in excess of 5,000 and
- Is within the functional area of a planning authority (i.e. county council).

The 2011 Census population for Kildare town had a total population of 8,142 persons. A Local Area Plan is therefore required for Kildare town. This LAP was adopted at the full Council Meeting of the 26<sup>th</sup> November 2012 and takes effect from the 24<sup>th</sup> December 2012.

## 1.2 Strategic Environmental Assessment

Strategic Environmental Assessment (SEA) is the formal systematic evaluation of the likely significant environmental effects of implementing a plan or programme before a decision is made to adopt the plan or programme. The SEA Directive (2001/42/EC), was transposed into Irish Law through the European Communities (Environmental Assessment of certain Plans and Programmes) Regulations 2004 (SI No 435 of 2004) as amended by the European Communities (Environmental Assessment of Certain Plans and Programmes) (Amendment) Regulations 2011 (S.I. No. 200 of 2011) and the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (SI No 436 of 2004) amended by the Planning and Development (Strategic Environmental Assessment) (Amendment) Regulations 2011 (S.I. No. 201 of 2011).

Mandatory SEA of a local area plan is required where the population or target population of the town is over 5,000 persons, or where the area covered by the plan is greater than 50 square kilometres, or where the local area plan is being prepared for a town and its wider environs. The SEA is being prepared in parallel to this plan, informing the plan making process of the likely environmental impacts of alternative actions and contributes to the integration of environmental considerations into the plan making process.

In accordance with Article 13D of the Planning and Development (Strategic Environmental Assessment) Regulations 2004, a Scoping Assessment was prepared for the Kildare Local Area Plan and sent to the Environmental Authorities. The findings of the SEA are set out in the Environmental Report, which, while constituting part of the Plan documentation, is presented as a separate document. The Environmental Report was prepared in conjunction with the preparation of the Plan and the Plan has been informed by the environmental considerations of the Environmental Report. The likely environmental effects of the Plan (and the alternative development scenarios considered) are outlined in the Environmental Report and their significance is

evaluated with reference to the area's environmental baseline. The Environmental Report therefore provides a clear understanding of the likely environmental consequences of decisions regarding the location of development in the Plan area. The mitigation measures needed to offset the potential adverse effects of the Plan and future monitoring proposals have been transposed from the Environmental Report into the Plan.

## 1.3 Appropriate Assessment

The purpose of Appropriate Assessment (AA) of land use plans is to ensure that protection of the integrity of European sites is a part of the planning process at a regional and local level. The requirement for AA of plans or projects is outlined in Article 6(3) and (4) of the European Communities (1992) Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora ("Habitats Directive"). Local Area Plans are screened for any potential impact on areas designated as Natura 2000 sites. In any case where, following screening, it is found that the plan may have an impact, a full 'appropriate assessment' must be carried out.

This Local Area Plan was screened for Appropriate Assessment (AA). This screening found that effects on the integrity of Natura 2000 sites outside the plan area, arising from the Local Area Plan were not likely, and therefore a full AA was not warranted. All proposed development within and adjoining the Kildare LAP boundary will be screened for Appropriate Assessment of its potential impacts on the Natura 2000 network, in accordance with Article 6 of the Habitats Directive. In all such cases the developer shall consult with the National Parks and Wildlife Service of the DoAHG.

## 1.4 Strategic Flood Risk Assessment (SFRA)

Under Section 28 of the Planning and Development Act 2000, as amended statutory guidelines entitled "*The Planning System and Flood Risk Management Guidelines for Planning Authorities*" were published by





the DoEHLG (November 2009). These guidelines require planning authorities to introduce flood risk assessment as an integral and leading element of the plan making process. Kildare town was assessed for risk of flooding in line with the standards and recommendations of the flood risk guidelines. Certain lands here have been identified which require the submission of a site specific flood risk assessment appropriate to the type and scale of development being proposed. (Refer to Map 8.2 (Transportation and Infrastructure Objectives Map) This LAP also sets out general policy requirements contained in the Guidelines to inform strategic land-use decisions with the purpose of ensuring that flood risk management is fully integrated into the plan..

## 2.0 Kildare's Historic Development and Urban Context

Kildare is one of the oldest towns in Ireland originating in pre-Christian times when it was the site of a shrine to the Celtic Goddess Brigid. St. Brigid founded her church in the town in the 5<sup>th</sup> century and Kildare became a unique Christian foundation and a centre of learning, which flourished from the early 7<sup>th</sup> century onwards. Following the Norman invasion of 1169, the settlement at Kildare, became the centre of Strongbow's campaign to conquer Leinster. In the early fourteenth century the earldom of Kildare was

created by King Edward II and awarded to the Fitzgerald family in recognition of their services during the Bruce Invasion. Following the reformation of the sixteenth century, the monastic houses of Kildare fell into decay and the earls of Kildare removed themselves from the town, establishing their seat of power in Maynooth. Having suffered badly during Queen Elizabeth's Wars, the town of Kildare was described as being 'altogether disinhabited' in 1600. The town was later garrisoned during the Confederate Wars. Being removed from a river, the town did not lend itself to industrial development, particularly in the context of the eighteenth century expansion of Ireland's milling industries.

The development of the town's military and market functions in the 1700's and 1800's are important periods from which much of the present day settlement derives its character and historic significance. Toward the end of the eighteenth century Kildare had re-established itself as a post town, benefiting from the passing trade generated by mail coaches and other traffic. The structure of the historic town centre is almost identical to that of the present day, the Market Square being its focus with buildings fronting onto all three sides as well as sections of Dublin Street and Claregate Street.

A notable change in the character of the town was brought about by the construction of private and public buildings in the late eighteenth and nineteenth centuries. The result of increased trade in the town in



the late eighteenth century followed with the intensification of the Dublin Street – Claregate Street axis, and the construction of out houses and offices to the rear of the principal dwellings. Street widening occurred in the late nineteenth century on Dublin Street, Claregate Street, and the junction of Bride Street and the Market Square which would have seen the replacement of earlier buildings with improved building stock. The Dublin to Cork railway line opened in 1846–47, stopping in Kildare, with the station constructed half a mile north of the town centre. The railway line strengthened links with Dublin and subsequently induced a northward shift in the expansion of the town.

The resurgence of Kildare's economy in the early twentieth century is primarily attributed to its military and equestrian associations. New industries also emerged from the 1970s including a wall paper factory to the west of the town and a chilling factory, initially located at Bride Street, and later on the Dublin Road. In the 1980s Kildare saw both the closure of the wallpaper factory and the arrival of Modus Media, located on the Monasterevin Road. The beginning of the twenty first century saw the construction of the Kildare Retail Outlet, taking full advantage of the town's location on the M7 motorway.

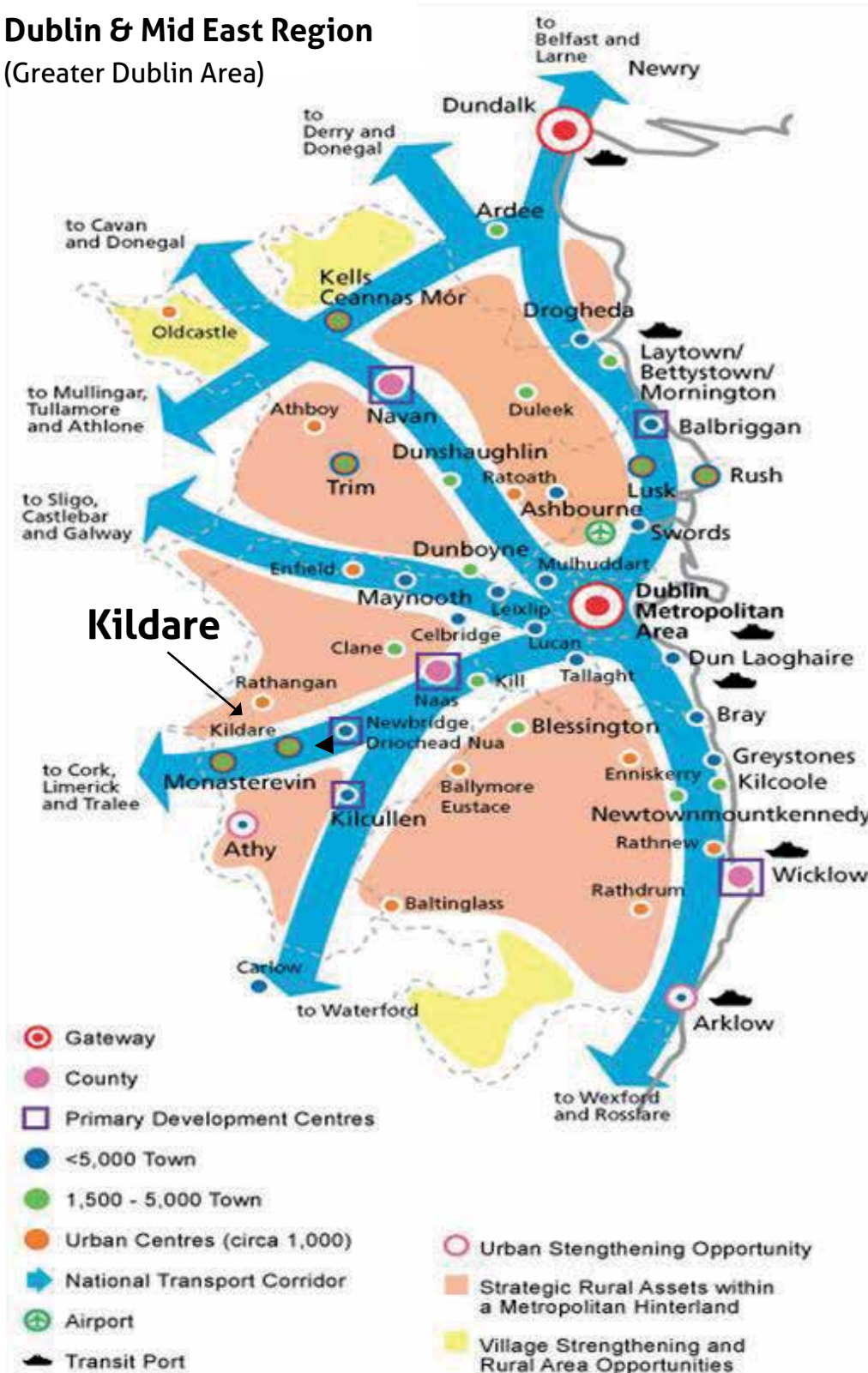
Within the town centre itself, the most significant change to occur in recent time was the redevelopment of the southern side of Claregate Street, extending from Bangup Lane almost as far as Cleamore Road, and comprising a single mixed use building. Notwithstanding the expansion of the town itself, the construction of the M7 motorway is the most significant change to have occurred in the landscape surrounding Kildare Town since the turn of the century. Skirting its southern periphery, the bypass and associated junction is now the principal point of access to the town.

## 2.1 Kildare in a National Context

The National Spatial Strategy (NSS) was published in December 2002 and outlines a 20-year planning framework for Ireland designed to achieve a better balance of social, economic, physical development and population growth between centres. Under the NSS Kildare is categorised as a town with a population of over 5,000 people. In the context of the NSS, towns of this size will act as 'local capitals' and provide a range of services and opportunities for employment.

Map 2.1: National Spatial Strategy

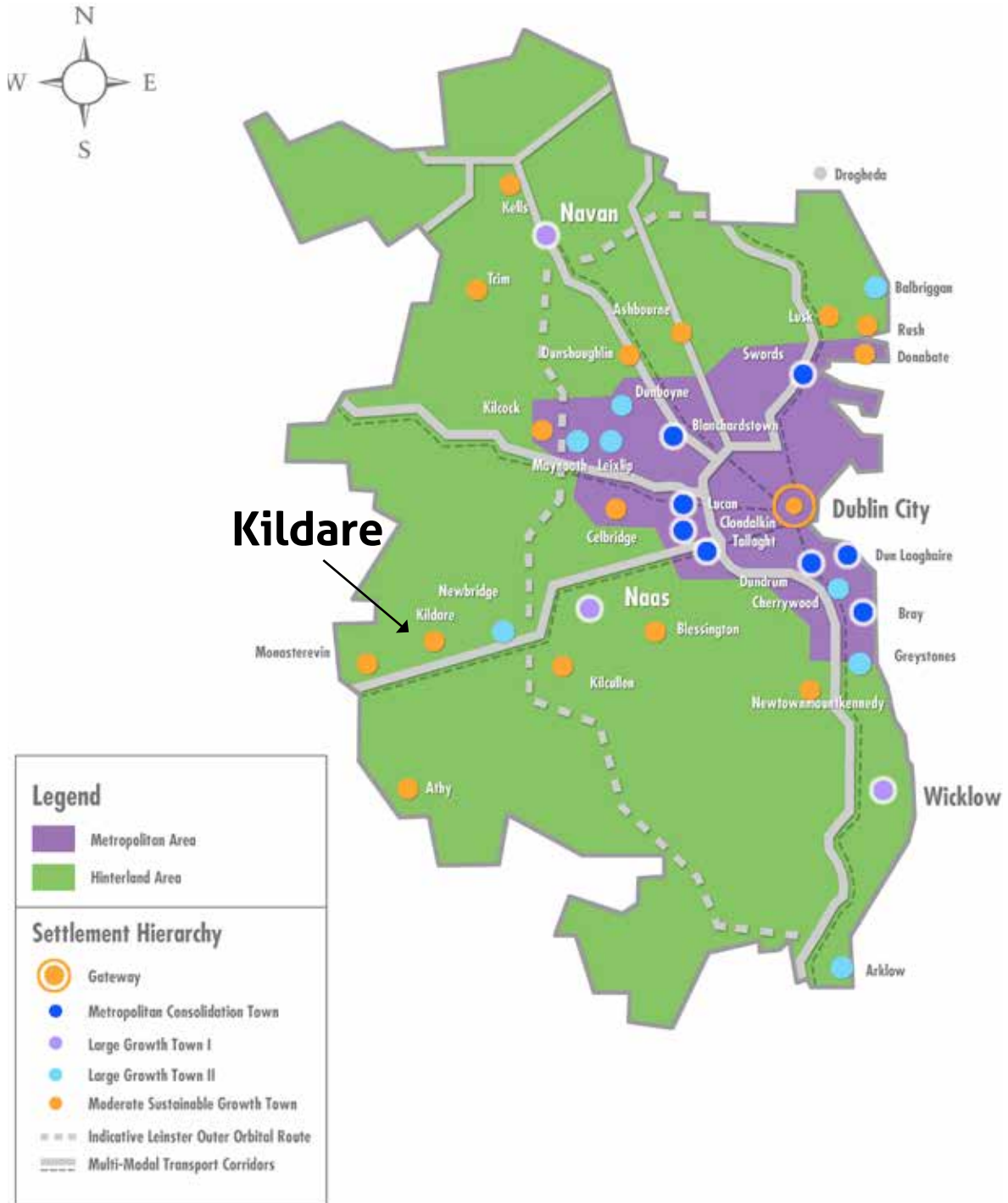
## Dublin & Mid East Region (Greater Dublin Area)



## 2.2 Kildare in a Regional Context

The Regional Planning Guidelines (RPGs) for the Greater Dublin Area 2010–2022 set out the planned direction for growth up to 2022 by giving regional effect to national planning policy under the National Spatial Strategy (NSS). The RPGs have designated Kildare as a *Moderate Sustainable Growth Town* situated in the Hinterland Area. Kildare’s role as a *Moderate Sustainable Growth Town* is to develop in a self-sufficient manner, reducing commuting levels and ensuring sustainable levels of housing growth, providing a full range of local services adequate to meet local needs at district level and for surrounding rural areas. The provision of a strong social infrastructure in tandem with growth in population, particularly in relation to schools and leisure facilities, is also required. As a *Moderate Sustainable Growth Town* Kildare will also seek to encourage economic opportunities through the provision of high quality transport connections, good social infrastructure provision and a strong local labour market.

Map 2.2: RPG Settlement Strategy for the Greater Dublin Area, 2010–2022





The RPGs also designated Kildare as a secondary economic growth town prioritised for local and regional enterprise. The town is identified as playing an important supporting and complementary role in developing regional economic growth in tandem with the primary economic growth towns and large hinterland areas.

Kildare town and its surrounding area has a number of unique assets which sets it out as a major international tourism destination, particularly in relation to its significant heritage and cultural features including the Curragh, Pollardstown Fen, the Irish National Stud, Japanese Gardens, Curragh Racecourse (home to the 2,000 Guineas and Irish Derby) as well as the historic town centre. Its excellent transportation links to the M7 and M8, high quality rail service alongside the strong heritage of the bloodstock industry give the town the opportunity to develop and promote its economic base thereby improving employment opportunities within the town. The town has a clear opportunity to further capitalise as a national tourism destination and as an attractive centre for business. The RPGs state that Kildare town should develop and promote its sectoral strengths of high value added manufacturing sectors, logistics and internationally traded sectors in tandem with IDA support, around transport corridors and routes, together with continued investment in education and skills development.

The *'Retail Strategy for the Greater Dublin Area'* was prepared by the Dublin and Mid-East Regional Authorities in July 2008. The main aim of this retail

strategy is to inform the statutory planning process and to ensure that adequate provision is made for retail development. The strategy provides indicative advice on the scope and need for retail floorspace and how, in accordance with sustainable planning it should be allocated. Kildare is designated as a Level 3 Town Centre in the strategy. These centres usually include supermarkets or superstores and a range of non-retail services. It is important in centres of this size that new residential areas are provided in tandem with retail centres. The strategy also recognises the role of the Kildare Retail Outlet as a specialist retailing centre drawing customers from a wide catchment area.

### 2.3 Kildare in a County Context

The Kildare County Development Plan (CDP) 2011–2017 sets out the overall strategy for the proper planning and sustainable development of the county over a six year period. The Plan has a critical role to play in ensuring that the needs of future population growth are planned for. The CDP settlement strategy has been informed by the Regional Planning Guidelines (RPGs) and the environmental sensitivities of the county. It is based on building strong urban centres while protecting the rural hinterlands. It aims to achieve critical mass in the Metropolitan urban areas (Maynooth, Leixlip, Celbridge, Kilcock) and at key towns and villages in the Hinterland (Naas, Newbridge, Athy, Kildare, Monasterevin and Kilcullen). The plan promotes significant new economic development within the defined

metropolitan and hinterland towns mentioned above. The plan also emphasises the need to protect the built heritage, unique landscape, natural heritage and biodiversity of the county for their intrinsic value and as a resource for the tourist economy of the future.

The designation of Kildare as a *Moderate Sustainable Growth Town* is reinforced in the CDP settlement strategy with the town being targeted for consolidated growth. By consolidating development the town will develop in a self-sufficient manner, reducing commuting levels and ensuring sustainable levels of population and economic growth, while providing a full range of local services adequate to meet local needs at district level and for surrounding rural areas.

### 3.0 Town Function and Role

Over the last 20 years, Kildare town has experienced limited expansion in comparison with other settlements in the county. The majority of this development has been residential in nature, occurring to the north and east of the historic town centre and comprising private and local authority housing estates. These estates reflect the role of Kildare Town as a dormitory settlement arising from improved rail and road links to Dublin City. Notwithstanding the expansion of the town itself, the construction of the M7 motorway is the most significant change to have occurred in the landscape surrounding Kildare Town since the turn of the century. Skirting its southern periphery, the bypass and associated junction is now the principal point of access to Kildare.

Kildare's economy is primarily attributed to its function as a market town serving its town and its hinterland. It has also established itself as an important centre for tourism, retailing and equestrian activities. The town has a number of established industries. Modus Media, located on the Nurney Road, and the Kildare Village Outlet Centre are two notable employers in the town. Both take full advantage of the town's location on the M7 motorway. Within the town centre itself, the most significant recent change to occur was the redevelopment of the southern side of Claregate Street, extending from Bangup Lane almost as far as Cleamore Road, comprising a single mixed use building including retail, residential and commercial uses.

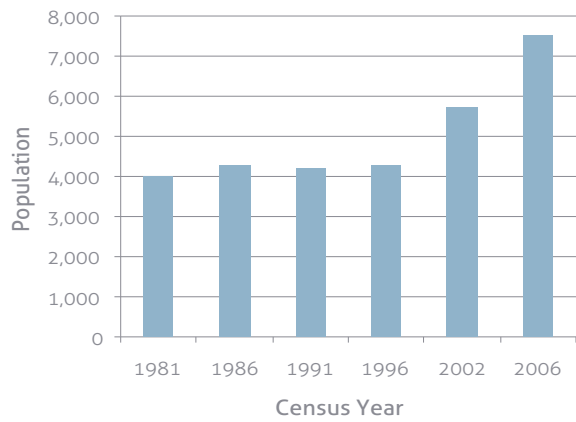
#### 3.1 Population

Kildare town recorded a population of 8,142 in the 2011 census, representing an 8% increase on the 2006 population figure. In 2006 Kildare Town had a population of 7,538 persons, representing a 32% increase from its 2002 census population. Table 1 and Figure 3.1 show how the town's population increased by 2,448 persons in the nine year period between 2002 and 2011. This major increase in population was four times the national average, representing the most significant period of population growth in the town in recent history. In the 15 years previous to this, changes in the population of the town largely mirrored the national trend.

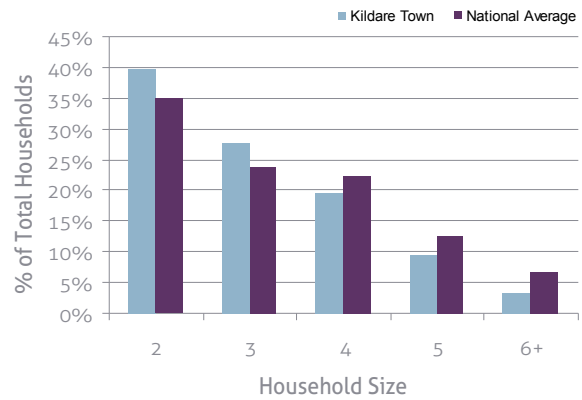
**Table 1:** Kildare Population and Rate of Change

Census	Population	% Population Change Kildare Town	% Population Change National
1981	4,016	-	-
1986	4,268	6%	3%
1991	4,196	-2%	-1%
1996	4,278	2%	3%
2002	5,694	33%	8%
2006	7,538	32%	8%
2011	8142	8%	8%

**Figure 3.1: Kildare Population and Rate of Change**



**Figure 3.2: Kildare Household Size and Profile (Census 2011)**



### 3.2 Household Size and Profile

There were 2,655 households in Kildare town in 2006. The town’s average household size of 3.7 persons is higher than both the county average of 3.01 persons and the national average of 2.81 persons. A break down of the family unit size shows Kildare is predominantly made up of two and three person families, having a higher proportion of these households than the national average. Family units of five or more only account for 11% of the total, being half the national average.

### 3.3 Age Profile

The 2011 Census reveals that Kildare town has a population profile which is younger than the national average. 38% of the town’s population is aged less than 24 years, with another 37% being aged between 25 and 44 years. The 2011 Census also revealed the percentage of population over 65 years of age was 6%, being half the national average for this age category.

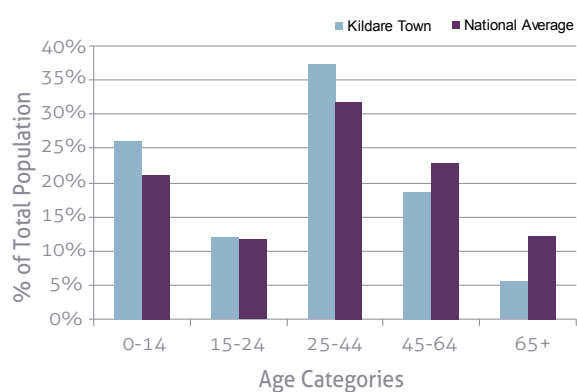
**Table 2: Kildare Household Size and Profile (Census 2011)**

Family unit size	1	2	3	4	5	6+	Total
Total No. of Households	584	732	601	546	249	88	2,800
% of Total Households Kildare	21%	26%	21%	20%	9%	3%	100%
National Average (%)	24%	29%	18%	16%	9%	4%	100%



**Table 3: Kildare Age Profile (Census 2011)**

Age bracket	Population 2006	% of total population	Population 2011	% of total population	National Average	
					2006	2011
0-14	1,839	24.4%	2117	26.1%	20.4%	21%
15-24	1,055	14.0 %	1007	12%	14.9%	12%
25-44	3,037	40.3%	3091	37%	31.7%	32%
45-64	1,194	15.8%	1410	19%	21.9%	23%
65+	413	5.5%	517	6%	11.1%	12%

**Figure 3.3: Kildare Age Profile (Census 2011)**

### 3.4 Residential Profile and New Unit Target

Residential areas in Kildare are widely dispersed across the town's urban footprint. The oldest residential areas are located around the town centre and to the north east of the centre. More recent development has taken place north of the railway in Bishopsland and on the Dublin Road to the east of Magee Barracks, being remote from the town centre. The type of residential development existing in the town is typical of similar sized Irish towns. It varies from detached houses on the outskirts of the town, to ribbon development on the approach roads, to housing estates of varying design and densities around the towns' historic core. The core of the town is made up of a variety of 19<sup>th</sup> century housing stock with a number of

newer apartment developments. There is a high proportion of social housing in the town including 300 social units, 49 units in the Rental Accommodation Scheme and 107 units in the Capital Loan and Subsidy Scheme (Voluntary Housing schemes).<sup>1</sup>

In line with the RPGs designation of Kildare as a *Moderate Sustainable Growth Town*, the county settlement strategy has set out a new housing unit target for the town over the period 2006–2017. The county settlement target has been projected forward to 2018 in order to meet the period 2012–2018 of this LAP. The LAP target figure also accounts for residential units built from 2006–2012 and for un-built units with valid planning permission. Table 4 below summarises all the calculations discussed in the remainder of this section.

The county settlement strategy has set out a target of 1,187 new housing units<sup>2</sup> to be provided for within Kildare town over the period 2006–2017. This equates to 4.2% of the total residential unit growth target for the entire county for this period. The RPGs have allocated an annual target of 3,122 units for the county over the period 2016–2022. Kildare's allocation for 2018 is therefore calculated as 4.2% of this annual county target (131 units). Adding this to the 2017 housing unit target (1,187 units) gives a revised target of 1,318 new housing units for Kildare for the period 2006–2018.

1 Information sourced June 2012

2 Please refer to Chapter 3 (Settlement Strategy) of the Kildare CDP 2011–2017

**Table 4:** Kildare Housing Unit Target 2012–2018

Timeframe	Unit Target	Calculation Details
2006–2017	1,187	= 4.2% of the overall county unit target for 2006–2017 ( being 27,982 units) <sup>3</sup>
2017–2018	131	= 4.2% of the annual county target for 2016–2022 (being 3,122 units)
2006–2018	1,318	= The 2006–2017 unit target + the 2017–2018 target
2012–2018	1,196	= 1,318 units (2006–2018 target) – 122 units (total units built from 2006–2012)
2012–2018	1,794	= Additional 50% over-provision <sup>4</sup> (1,196 + 598 = 1,794)
2012–2018	539	= 1,794 units (2012–2018 target) – 1,255 units with valid Planning Permissions <sup>5</sup>

A total of 122 residential units have been constructed in the town over the period 2006–2011 resulting in target of 1,196 units for the period 2012–2018. As advocated in the ‘*Development Plan Guidelines for Planning Authorities*’, issued by the Department of the Environment Heritage and Local Government (2007), overzoning of one third to one half is acceptable to ensure that housing targets are met. Allowing for an additional 50% overzoning the LAP target increases to 1,794 units. Regard must also be had to the 1,127 un-built units with valid permissions currently in existence. Taking these permissions away from the LAP target leaves a remaining target of 539 units for the plan period.

The quantum of land required to meet the remaining unit target of 539 units will be dependent on the location and density of development. The location and nature of different land use zonings will allow for different residential densities. For instance a new neighbourhood zoning on a central brownfield site will allow for higher density development (e.g. 35–45 per Ha.) compared to an edge of town site with lower density standards (e.g. 25 units per Ha). Table 5 sets out how the quantum of lands required to meet the 539 unit target ranges from 12–22 Ha depending on the average densities used.

**Table 5:** Land Requirements to meet the unit target

2012–2018 Unit Target	25 Units per Ha.	35 Units per Ha.	45 Units per Ha.
539 units	22 Ha	15 Ha	12 Ha

### 3.5 Economy

The total labour force within the town in the 2011 census was 6,025 persons, being approximately three-quarters of the town’s population. The Kildare IFPLUTs (2005) found that approximately 2,359 jobs are located in Kildare Town. The level of unemployment has increased significantly since 2006, with nearly 15% of the Labour force out of work. In 2006, there was a low level of unemployment, being just over 5% of the labour force. The downturn in the economy since then is likely to have increased the unemployment levels with people in the construction, retailing and manufacturing sectors especially vulnerable. The Census indicated that Kildare town had relatively low levels of students, retired persons and persons unable to work due to permanent sickness/disability compared to the national averages.

3 Please refer to Chapter 3 and Table 3.3 of the Kildare CDP 2011–2017

4 Refer to Section 4.14, DoEHLG ‘*Development Plan Guidelines for Planning Authorities*’ (2007)

5 1,127 residential units have valid planning permission but have not been built to date (totalling 46.6 ha. of lands with zonings that allow for residential development)



**Table 6: Labour Force Breakdown (Census 2011)**

Location	Total Labour Force	At work	Looking for first regular job	Unemployed having lost or given up previous job	Student	Looking after home/family	Retired	Unable to work due to permanent sickness/disability	Other
Kildare	6025	3127	74	876	573	611	468	284	12
%	100%	52%	1.2%	14.5%	9.5%	10%	7.7%	4.7%	0.2%

As well as having a large proportion of its population of working age Kildare also has a relatively diverse employment range. In 2011, the main areas of employment in the town were commerce and trade, professional services and manufacturing industry. Outside the town centre, there are five major employment sites.

- Kildare Chilling, on the Dublin Road to the east of the town, is a meat-processing factory
- Modus Link, on the Nurney Road to the south of the town centre, is a supply-chain solutions company employing 211 persons.
- The Kildare Retail Outlet is a high street brand retail centre located to the southwest of the town centre, employing approximately 190 full time employees and an additional 190 part time employees.

- Kildare Enterprise Centre is located on Melitta Road and contains a range of small businesses, and
- Whitelands Business Park is a business park located off the Monasterevin road to the west of the town containing a range of light industrial businesses.

In addition, the equine industry is an important employer for the town and its hinterland. Town centre employment mainly consists of retail and local service employment and is located around Market Square, along Claregate Street and Dublin Road, and to a limited degree in Nugent Street and Bride Street. Table 7 below shows the importance of Commerce and Trade, Professional Services and Manufacturing as the significant employment areas for people living in Kildare in 2011.

**Table 7: Kildare Employment Break down (Census 2011)**

Employment Type	2011 No.s	2011 %	2011 National %
Agriculture, Forestry & Fishing	154	4.9%	5.2%
Manufacturing Industries	359	11.4%	10.6%
Building & construction	125	4%	4.9%
Commerce & trade	871	27.8%	14.7% <sup>4</sup>
Transport & communications	199	6.3%	5.3%
Public Administration	276	8.8%	6.2%
Professional Services	539	17.2%	15.3% <sup>5</sup>
Other	604	19.3%	37.2% <sup>6</sup>
<b>Total</b>	<b>3127</b>	<b>100.0%</b>	<b>100.0%</b>

### 3.6 Town Centre

Kildare town centre has seen some significant changes, since the adoption of the 2002 Town Plan. The most notable new additions include a mixed use scheme on the corner of Claregate Street and Bangup Lane (including apartments, a mix of retail units, the Post Office and the Kildare Town Library), a retail and residential development on Academy Street and three supermarkets/foodstores located on the outer edges of the town centre. The type and range of uses within the town have also changed with notable increases in the number of fast-food takeaways and bookmakers. Reflecting the downturn in the economy, vacancy levels within the town centre have increased. The 2005 County Retail Strategy identified that vacant retail floorspace in the town was nearly 3.8%, a level well below that which should cause concern. The position has, however, considerably changed in the interim period with some twelve premises identified as vacant at the time of the 2009 health check, with a more recent survey carried out in November 2011 indicating a total of nine ground floor units as being vacant. These are located on Bridge Street, Station Road, Market Square, Dublin Road and in the mixed use Eurospar anchored Claregate Street scheme. While the town remains centred on the Market Square, large volumes of new footfall attracted to

Kildare by the Retail Outlet are physically disconnected from the heart of the town. Developing clear new linkages between the town centre and the Retail Outlet will significantly benefit both.

### 3.7 Transportation

Kildare town is well serviced by both public and private transport networks. The train station is located within 800 metres of the Market Square. The station is served by the mainline rail services between Cork, Limerick, Dublin, Galway and Waterford and dedicated suburban rail services into Dublin's Heuston station. These services operate on twin track for its entire length. The services into Heuston station are a mix of slower moving suburban services and faster moving mainline services during peak periods. A range of public and private bus routes service the town. At present the main bus stops are located in Market Square, with some buses also stopping at the Kildare Retail Outlet. Bus Eireann presently operate both local and expressway services to and from Dublin, Cork and Limerick. Regular daily bus services are also offered by Dublin Coach, Aircoach and JJ Kavanagh between Portlaoise, Limerick and Cork to Dublin city centre and Dublin airport. These services are partially commuter based. South Kildare Community Transport Ltd

operates three daily services between Kildare, Newbridge and Athy, providing a valuable local service to the towns' rural hinterland.

The opening of the M7 motorway bypass in 2004 has significantly altered vehicular movements within the town. The opening of the bypass has diverted large volumes of unwanted through-traffic away from the town centre, creating a better environment for the town to develop as a place for people to work, shop and socialise. The former N7 National Primary Road still provides the main route through Kildare town providing a local link to Monasterevin and to the west. The R415 regional road bisects Kildare in a north-south direction and connects the town to Milltown in the north and Nurney in the South. The R401 regional road enters the town from Rathangan in the north and heads in an easterly direction providing an alternative route to Newbridge. Numerous county roads also link the town to the hinterland further serving the town.

### 3.8 Environment and Recreation

Kildare is famous for its association with the bloodstock industry, and various riding schools are located in the area. The National Stud and the Japanese Gardens are major regional and national amenity attractions. The Curragh Racecourse is easily accessible from the town. In addition, golfing, fishing and walking facilities are available. The Curragh is also an important recreational asset for the residents of Kildare.

There is a wide range of community facilities in Kildare, including Kildare Community Services, Kildare Adult Learning Centre, Kildare Drama Festival, R.A.C.E (Racing Academy and Centre of Education) and various Residential Associations, religious groups and community halls. The town has a new library located off Claregate street. Kildare offers a wide-ranging selection of active and passive



recreational facilities. The choice of sporting clubs is diverse, including the GAA, soccer club, badminton club, rugby club and other sports and social clubs. The CYMS offers a range of indoor recreational facilities.

### 3.9 Education

Kildare has two primary schools and one post primary school which provide educational facilities for the town and the surrounding hinterland. Table 9 details the names, current enrolment sizes and land areas of these facilities.

**Table 8: Profile of existing schools in Kildare (Source: DoES)**

	Name	Enrolment No./ Total Capacity	Site Size (Ha.)
Primary	Scoil na Maistreach	373/373	0.5
	Scoil Naomh Brid	554/554	2.1
Post-Primary	Kildare Town Community School	590/1,000	5.1

The Department of Education and Skills has indicated the need for a site for the provision of a new primary school to service the current and future needs of Kildare’s primary school going catchment area. The short/ medium term solution for the new primary school (to be under the patronage of Educate Together) is to locate it within the vacated Kildare Vocational School. The school opened in September 2012. It is expected to remain in the Vocational School until such time as a new school is built.

Kildare Town Community School is a 1,000 pupil post primary school located on Dunmurray Road in Southgreen, to the north of the town centre. The school opened in September 2011 following the amalgamation of St. Josephs Academy, Presentation Secondary School and Kildare Vocational School. Further education is also provided by way of Kildare VEC Community Education Service. The facility also provides for adult education courses for the wider area.

RACE Academy Ireland is a c.30-acre purpose built equine training centre built to the east of the town centre on the edge of the Curragh. This facility includes an integrated training centre, school and all-weather gallops, a farrier school plus accommodation, catering and amenities for students. The centre runs National and European certified courses for trainee jockeys, trainers, breeders and a range of further education courses including equine anatomy and equine nutrition. RACE has produced highly successful graduates who have gone on to make an impact on the international horse racing stage. Various stud management/breeding courses are also conducted in the National Stud.

## 4.0 Key challenges facing the town

The Kildare Local Area Plan has a critical role to play in planning for the needs of the future population of the town. There are a number of key challenges that need to be addressed for it to reach its full potential. These include:

1. Developing a planning framework for Kildare so that it meets its population target in order for the town to be a driver of balanced development within the county and the region.
2. Promoting Kildare as an Economic Growth Town by encouraging significant new economic development in the town and facilitating the combined development of both tourism and retail, and other strategic employment opportunities such as logistical and development based enterprises.
3. Enhancing the town centre as the core of activity through the re-use of land and buildings, promoting infill and backland development and strategically providing for its appropriate extension.
4. Setting out a clear development vision for both the regeneration of Magee Barracks and the lands between the town centre and the Kildare Retail Outlet previously identified for town centre expansion.
5. Protecting the unique character of Kildare as a designated *Heritage Town* steeped in history and heritage.
6. Ensuring the availability of local employment opportunities, community and commercial services, recreation and amenity facilities for the existing and future population of Kildare.
7. Providing adequate water and wastewater infrastructure in the area thereby facilitating the development of the town.
8. Delivering strategic transport improvements particularly longer term objectives to upgrade the capacity of key access roads over the rail line and providing for the future delivery of an outer link road to the north and east of the town.
9. Planning for the future development of primary and secondary educational facilities which sufficiently meet the needs of the town's future population.
10. Retaining the physical identity for the town by establishing a clear built edge, avoiding sprawl into the surrounding rural countryside and protecting the Curragh Plains.
11. Concentrating employment and traffic generating activities on the fringes of the town with easy access to the national road network and focusing the provision of pedestrian/cycleway links on connecting residential and employment areas with the town centre and the railway station.
12. Developing a national/international educational campus in the town (possibly on the Magee Barracks site) given its excellent transportation network and close proximity to Dublin.

## 5.0 SEA Assessment of Alternative Plan Scenarios

Five alternative plan scenarios were provided by the planning department to the Council's environmental planning consultants (RPS – Environmental Services) as part of the SEA process in order to assess different visions of how the future development of Kildare town might occur. A comparative evaluation of the likely environmental effects of each of the five scenarios was carried out. This evaluation took into account the key challenges facing the town (as set out in section 4.0 above), examining the alternative means of implementing these challenges. In preparing the alternative scenarios a pre-draft land availability study was prepared and consideration was given to undeveloped zoned lands with valid planning permission, which are brought forward as part of this plan, and capacity of alternative option scenarios in terms of facilitating development.

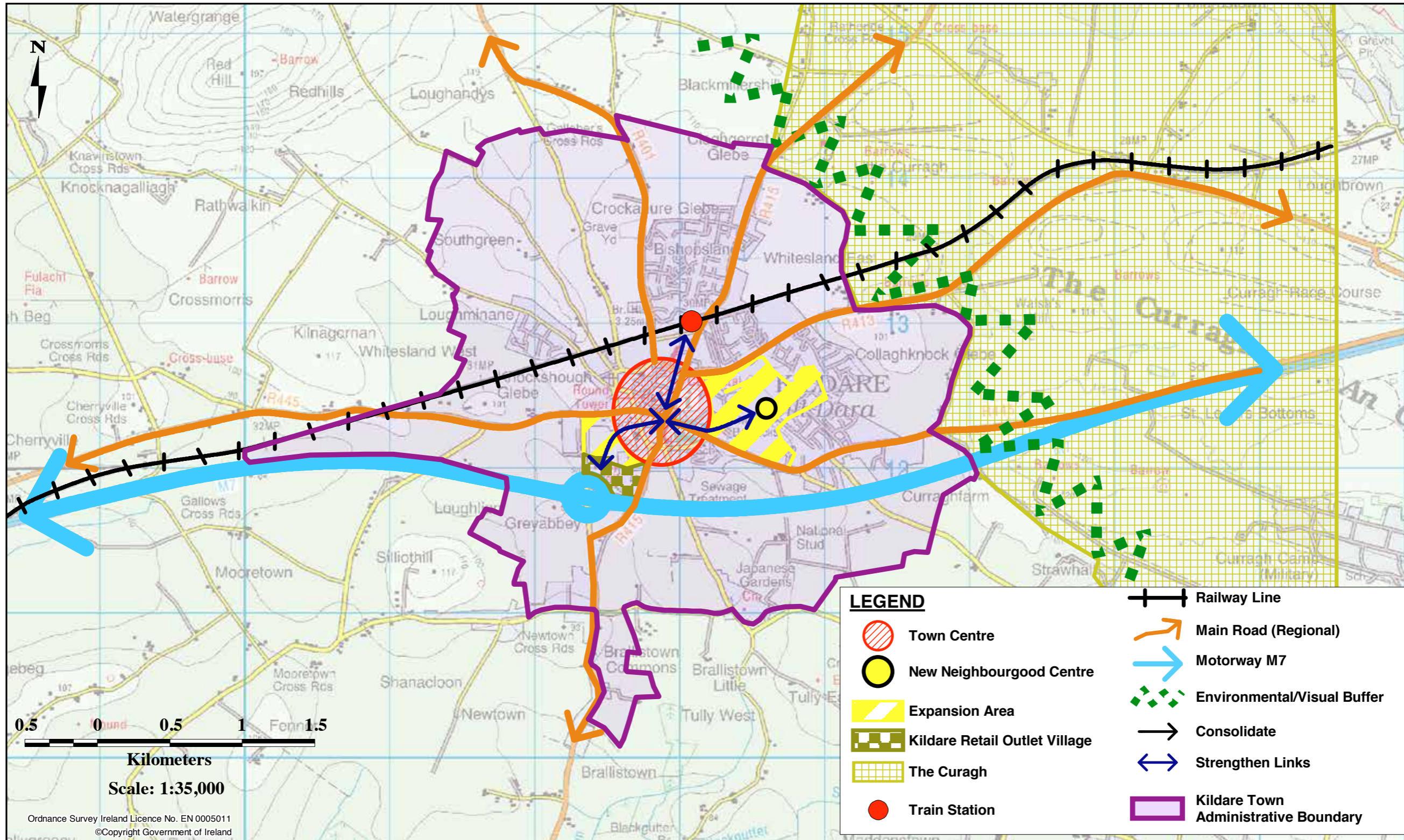


An evaluation of the five SEA alternatives concluded that *'Alternative Scenario 2: Brownfield Consolidation'* is the most sustainable option. The preferred alternative seeks to facilitate the targeted population growth of the town within this existing footprint by focusing on the following three key development areas:

- (i) Consolidation of the existing town centre by encouraging the development of under-utilised sites in a sensitive and appropriate manner.
- (ii) Creation of a new urban quarter in the grounds of the former Magee Barracks (brownfield) through the provision of a mix of employment, education, residential and community uses, high quality public realm and open spaces and a built environment that reflects both the military history of the site and the existing urban fabric of the town.
- (iii) Creation of a new and vibrant urban expansion area to the west side of the historic town that connects to the Kildare Retail Outlet, Tesco supermarket and to the historic town centre.



Map 5: Preferred SEA Alternative Scenario



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## 6.0 Development Strategy

The strategy for the future development of Kildare focuses on the principles established in the Kildare Local Area Plan 2002, the framework provided by the Regional Planning Guidelines and the Kildare County Development Plan 2011–2017. While this Plan establishes the framework to guide the development of Kildare for the next 6 years, this section sets out a development strategy to give a more focused vision for the sustainable development of the town over the next 15–20 years, thereby framing the policies and objectives set out in this LAP.

It is envisaged that Kildare will plan for consolidated growth rates over the short to medium term, achieving a critical mass which will support competitiveness, sustainability and create opportunities for local economic development. This growth pattern can also generate economies of scale to justify strategic investment into the town achieving sustainable levels of development through the provision of a range of residential, employment, recreational, cultural, retail and educational facilities appropriate for a town of its size. Map 4, illustrates the long term (15–20 year) development strategy for the future development of Kildare, which focuses on the following strategic objectives:

### 1. **The Regeneration of Magee Barracks**

The former Magee military barracks lands represent a significant opportunity for the redevelopment of a strategic brownfield site in the immediate vicinity of the town centre. This zoning allows for the development of the site for a mix of employment, educational, community and residential uses in accordance with the design brief set out in Section 7.6.2. A detailed master plan for the site will be required to ensure the efficient and sustainable development of these lands in a manner which integrates with and enhances, rather than competes with, the existing town centre.

The plan is centred on a hierarchy of routes, opens spaces, community facilities and amenities. New residential areas are developed around this

network. Priority is given to the creation of clear urban framework that creates new connections to the surrounding urban fabric.

### 2. **Enhancing the Historic Town Centre**

The cultural heritage of Kildare town is rich and varied, representing major periods from Irish history. By building on and promoting the town's unique heritage, Kildare can realise its full potential as a heritage town and major tourism destination. In combination with this, by enhancing and promoting a distinctive retail experience unique to the town, increased levels of footfall can boost its vibrancy and vitality along with the associated economic benefits. Central to this will be the creation of strong physical linkages between existing retailing areas, key tourism sites and the town centre over the longer term. This plan will promote policies and objectives in a coordinated manner which aims to achieve this goal. Key objectives include, the strategic extension to the town centre, improving and promoting key routes that provide good connectivity within and around the town, protecting and enhancing the town's unique architectural and archaeological heritage and promoting the development of a unique retailing experience within the town.

### 3. **Planning for Town Centre Expansion**

The town centre expansion lands to the southwest of the town centre present an opportunity to create a new and vibrant urban expansion area that connects Kildare Retail Outlet and Tesco supermarket back to the historic core. The design of this area will be centred on a well designed public realm that integrates a mix of new buildings and uses which are respectful of the town's existing fabric. A careful balance between retail, commercial and residential development should be achieved which seek to establish a distinct new area that connects to and enhances the historic town centre. In order to protect the vitality of the town centre only a limited hot food offering as a proportion of the overall development will be considered. Any application for any additional food offering in the South West Expansion Area shall be accompanied by a detailed study prepared by a suitably qualified



consultant. The study shall demonstrate potential impacts on any existing established businesses in the town centre. Permission will only be considered where it is adequately demonstrated that the proposal will not displace or affect the viability of existing businesses in the town centre. Impact studies will not be required for an increase in kitchen/ ancillary floor areas to a permitted restaurant use, that will not affect the seating quantum area in the restaurant. New buildings need to respect the existing urban form and character of the town while establishing a new attractive and well designed identity for this part of the town. Establishing an urban centre for this expansion area and protecting key views into the town are additional design challenges.

**4. Enhanced Linkages to Kildare’s National Tourism Hub**

Kildare Town has a significant tourism offer centred on its historic urban fabric. Kildare Town Heritage Centre is housed in the former market house in market square and provides a multi-media tourism venue, with the Failte Ireland tourist office and shop. St. Brigid’s Cathedral in the north west of the town contains a number of fascinating links to the early history of the site including a round tower, celtic cross and St Brigid’s firehouse. A hub of tourist sites are located to the south of the M7 including the National Stud Farm, the Japanese Gardens and St. Brigid’s Well. This

tourist hub is of national importance, providing a mix of attractions that combine to define much of what the county has to offer. Further afield, the Curragh Racecourse and various golf courses are also major attractions to Kildare. The Curragh Plains offers significant potential in terms of amenity value. By tapping into these attractions and collectively developing them together as a tourism destination, an opportunity exists to enhance the use of these areas, with their own unique identities, in conjunction with the town.

**5. Development of high-density employment areas**

Three potential employment zones are proposed which seek to provide for employment purposes. The first of these is an office park with employment and enterprise uses on lands located to the west of the town centre on the Monasterevin Road. This park would be well positioned in terms of access to the motorway, Kildare’s railway station, the town centre and surrounding residential areas. Modus Media would be included within the catchment of this office park. An overall development strategy is required to set out a design framework for the phased development of an office campus with a strong emphasis on soft landscaping.

The second employment zone provides for industrial development to the south of the M7 interchange where a large development of residential and industrial related uses has already been granted planning permission.

Notwithstanding this planning permission, any subsequent proposals for development at this location should seek to provide for campus type industrial development, while also placing a strong emphasis on soft landscaping.

It is envisaged that the lands zoned for industry and warehousing uses at Whitesland West, Knockshough Glebe and Newtown Cross Road, due to their remote location, are developed at a low density with differentiated uses and building typologies between these sites and those lands on the Monasterevin Road designated for employment and enterprise use.

Magee Barracks site is also recognised as a strategic site with potential to deliver a variety of uses including employment/educational/community uses etc.

#### 6. Phasing Lands

The level of zoned lands in the Kildare Local Area Plan 2002 and the Magee Barracks Local Area Plan 2005 significantly exceeds demands as provided for in the Core Strategy of the Kildare CDP 2011–2017. Lands with valid planning permissions will remain zoned within this plan. A strong emphasis is placed on phasing lands sequentially thereby encouraging the better use of under utilised lands with options and opportunities for brownfield regeneration prioritised. In the event that permissions expire on existing zoned residential lands designated as Phase 1 consideration may be given to development of Phase 2 lands which are sequentially close to the town centre and are adequately serviced by appropriate infrastructure. The remaining Phase 2 lands will not be eligible for development until such time as Phase 1 lands are developed appropriately or until the review of this plan through the statutory process and in the context of the core strategy set out in the County Development Plan (CDP), as may be amended. Significant residential land use zoning (both phase 1 and phase 2) are located to the north of the railway line in South Green. These lands will facilitate the appropriate development of a sustainable new neighbourhood in the town over a 15–20 year period.

#### 7. Transportation Infrastructure and Development of Linkages

An urban structure is proposed which draws on existing roads, cycle track and footpaths within the town by providing for the integration of strategic objectives into an overall urban structure of connected vehicular, cycle and pedestrian routes. Central to this urban structure is the identification of key routes around the town which provide connectivity for all users. The proposed urban structure for Kildare Town seeks to:

- (i) Maintain the principal spine routes serving the town.
- (ii) Provide for an outer relief road connecting the Rathbride Road (R415) and the Rathangan Road (R401) to the Monasterevin Road.
- (iii) Develop the Green Road, Dunmurry Road, Rathbride Road and Melitta Road as radial routes connecting residential neighbourhoods to the town centre.
- (iv) Develop distributor roads (including cycle routes and continuous footpaths) connecting proposed neighbourhoods to primary radial routes, proposed primary and post primary school sites and ultimately forming an orbital route connecting the Dublin Road and the Monasterevin Road in the longer term.
- (v) Develop a new street connection between the Dublin Road, the Tully Road and Grey Abbey Road.



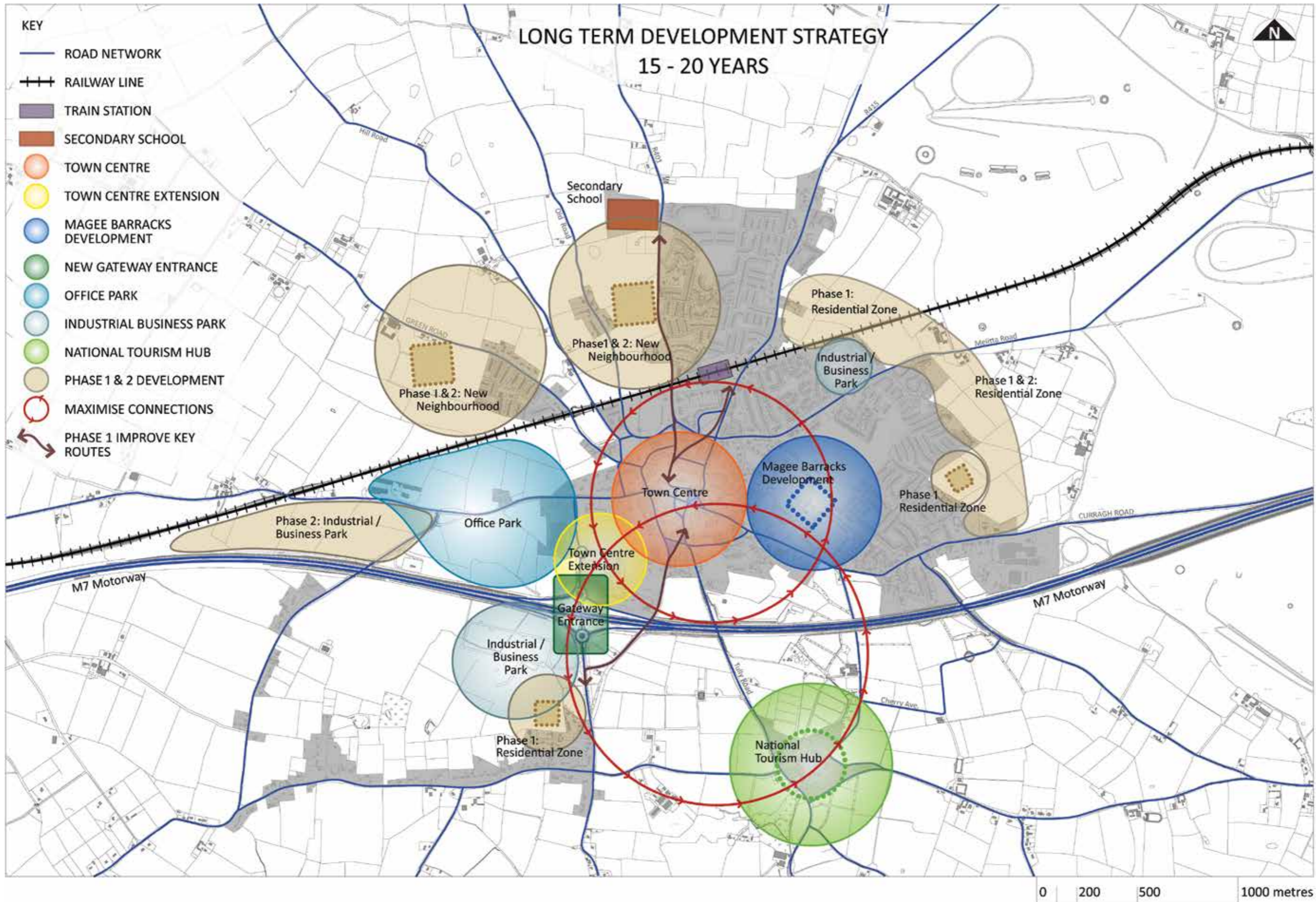


- (vi) Establish new streets connecting the Kildare Retail Outlet to the Monasterevin Road and St. Brigid's Square.
- (vii) Develop an avenue at Magee Barracks connecting the Dublin Road and Mellita Road.
- (viii) Provide for connections between Magee Barracks and Melitta Road, Ruanbeg and Coolaghknock.
- (ix) Restrict the number of access points from proposed office and industrial parks onto the local road network.
- (x) Investigate the potential of re-establishing the connection between the National Stud and the Dublin Road in consultation with the Irish National Stud and the National Roads Authority.
- (xi) Investigate the feasibility of identifying a route corridor to link the Melitta Road to the Rathbride Road.
- (xii) Investigate the possibility of re-locating the train station to a more appropriate site for modern commuter town (possibly Enterprise Centre on Melitta Rd.) in accordance with Objective LT 4 Section 6.5.3 of the CDP 2011–2017.

#### 8. **New Gateway Entrance**

Since the opening of the M7 motorway bypassing the town to the south, the interchange located to the south west of the town forms the principal entrance. This area lacks the character and identity to reflect the principal entrance into the town. The plan will set out an objective to create a new gateway entrance into the town that reflects the new importance of the area and the character of the town.

Map 6.1: Long term indicative Development Strategy \* See Map 8.1: Land Use Zoning Categories



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# Part B

Policies and Objectives





## 7.0 Introduction

This section outlines specific policies and objectives of the County Council with regard to the development of land within the boundary of the Local Area Plan (LAP) for Kildare. The overarching policies and objectives of the Kildare County Development Plan (CDP) will also apply to development within the LAP boundary, including the development management standards set out in chapter 19 of the CDP 2011–2017. All proposed development within and adjoining the Kildare LAP boundary will be screened for Appropriate Assessment of its potential impacts on the Natura 2000 network, in accordance with Article 6 of the Habitats Directive. In all such cases the developer shall consult with the National Parks and Wildlife Service of the DoAHG.

This plan identifies specific policies and objectives applicable to Kildare town in order to facilitate land use development in a manner that will promote proper planning and sustainable development.

The key policies and objectives set in this section are summarised below:

- (i) **Compliance with the Core Strategy to achieve Sustainable Growth**  
To ensure the future development of Kildare town is in accordance with the Core Strategy of the Kildare CDP 2011–2017, the plan sets out policy in relation to the phasing of lands for residential and employment uses together with the implementation of a detailed monitoring mechanism. A framework is also established for the town’s sustainable growth through the incorporation of policies in relation to density, housing mix, community development and new housing provision.
- (ii) **Economic Development**  
The need to build on the potential of Kildare town as a place to do business is paramount. To achieve this, the plan sets out policies and objectives that build on the town’s retail and heritage strengths to create a unique tourism destination while also taking maximum advantage of lands strategically located to provide for future new employment hubs.
- (iii) **Retail**  
The potential of Kildare town to operate as a national tourist and retailing destination is advocated by combining and marketing the town and environs as a unique heritage, retail and tourism offer. Reflecting this, the plan sets out policies and objectives that reinforce the heart of the town, in tandem with the lands designated for town centre expansion to the south west of the town centre, as a key location for new retail development. The protection of built heritage and the integration and linkage of new retail developments with the existing urban form/layout are key objectives.
- (iv) **Urban Design and Town Centre Development**  
The importance of Kildare’s townscape qualities which are derived from its historic urban structure are noted throughout the plan. In this regard a detailed urban design analysis of the existing townscape is set out together with policies and objectives specific to the future development of the town. The plan encourages the regeneration and conservation of the town centre by using best practice urban design principles.
- (v) **Design Briefs**  
The regeneration of strategic sites within the town are advocated and comprise; (1) The South Western Expansion Area and (2) The Regeneration of Magee Barracks lands. These design briefs have been prepared to assist in the planning process by setting out broad design parameters for the future development of these sites.



(vi) **Movement and Transport**

The improvement of transportation infrastructure in Kildare is a key element of the sustainable development of the town. Policies and objectives are outlined to promote integrated land use and transportation planning to further support and encourage more sustainable modes of travel. The plan also sets specific policies for local improvements in and around the town centre and objectives to secure routes for long term roads infrastructure.

(vii) **Water, Drainage and Environmental Services**

The adequacy of water, drainage and environmental services is necessary to facilitate the sustainable development of the town. These key issues are addressed in various policies and objectives to provide for sufficient water, waste water and water drainage infrastructure to service the predicted requirements of the town over the plan period. Relevant legislative requirements in relation to environmental requirements are set out including policies and objectives relating to flood risk requirements.

(viii) **Energy and Communications**

The development of a more sustainable approach to energy use, power generation and energy efficiency in all sectors is vital to reduce greenhouse gas emissions. This includes focusing on renewable energy generation and improving energy efficiency.

(ix) **Educational, Community and Cultural**

The provision of education and community facilities to support the projected population levels of Kildare town are recognised. In this regard the need for an additional primary school, the improvement of local community facilities and sports facilities together with the need to encourage the shared use of existing facilities is advocated. The plan supports the Area Implementation Team (AIT) in the promotion of community facilities in the town including the development of the youth hub, a County Museum and other cultural facilities.

**(x) Architectural and Archaeological Heritage**

The protection and enhancement of Kildare town's significant and unique built heritage is one of the core objectives of this plan. This plan has been informed by the findings and recommendations set out in the 'Kildare Town Historic Landscape Characterisation Study' (HLC), 2011 and incorporate policies and objectives which seek to protect, preserve and enhance the town's archaeology, built heritage and townscape.

**(xi) Natural Heritage and Biodiversity**

The importance of green infrastructure is recognised in the plan and is based on detailed habitat mapping of the area. The plan maps and describes the different green infrastructure identified in Kildare town including relevant policies for its protection and enhancement. While there are no designated natural heritage sites within the plan boundary, policies and objectives to ensure the protection of two Special Areas of Conservation (SACs), Pollardstown Fen and Mouds Bog located within 8 km of the town, are set out. Policies are also set out to ensure the protection of the Curragh Natural Heritage Area (NHA) from any development that would adversely affect its conservation and amenity value.

**(xii) Recreation, Amenity and Open Space**

The plan recognises the absence of a dedicated town park in the town by identifying the requirement for neighbourhood parks within the Magee Barracks regeneration site. A town park may also be considered on Open Space lands on the Dublin road, known locally as Cherry Avenue. A series of local routes are identified for recreation and tourism use and to increase permeability within and around the town. Policies requiring the protection of existing open space and the Green Belt lands adjacent to the Curragh are also set out.

**7.1 Compliance with Core Strategy to achieve Sustainable Growth**

The level of zoned lands in the Kildare Local Area Plan 2002 and the Magee Barracks Local Area Plan 2005 significantly exceeds demands as provided for in the Core Strategy of the Kildare CDP 2011–2017. The following zonings have been phased to ensure the plan accords with the core strategy and the overall strategy set out in section 6.0 (Development Strategy) of this LAP:

- C: New Residential
- H: Industrial and Warehousing
- K: Commercial
- Q: Enterprise and Employment

In the event that permissions expire on existing zoned residential lands designated as Phase 1 consideration may be given to development of Phase 2 lands which are sequentially close to the town centre and are adequately serviced by appropriate infrastructure. The remaining Phase 2 lands will not be eligible for development until such time as Phase 1 lands are developed appropriately or until the review of this plan through the statutory process and in the context of the core strategy set out in the County Development Plan (CDP), as may be amended. Phasing of lands together with the implementation of a detailed monitoring mechanism will seek to ensure that the future development of Kildare is in accordance with the Core Strategy of the CDP.

It is the policy of the Council:

**PLD 1:** To monitor carefully the scale, rate and location of newly permitted developments and apply appropriate development management measures to ensure compliance with the core strategy including population targets and to achieve the delivery of strategic plan led and coordinated balanced development within the town.



## 7.2 Housing

The housing stock in Kildare increased considerably over the last thirty years. The most notable change occurred in the 10-year period from 1996–2006 with the number of housing units increasing from 1,150 units in 1996 to 2,638 units in 2006. The residential land use pattern in Kildare is characterised by a relatively low proportion of residential use within the historic town centre area and expanding residential development of relatively low density housing developments on the fringes of the town. The type and scale of residential development in Kildare is predominately two-storey, terraced, semi detached and detached housing. In more recent years some apartment schemes have been developed within the town centre and within close proximity to the train station.

### 7.2.1 New Housing Unit Targets, Phasing and Density

In line with the unit targets set out in the County Settlement Strategy, the new housing unit target for Kildare town for the period of this plan equates to 1,794 units.<sup>1</sup> This unit target includes a total of 1,255 residential units which currently have valid planning permission but have not been built to date. Given that these planning permissions remain valid these lands will remain zoned for residential purposes within this plan. Table 9 sets out the location, land use zoning, site size and units permitted on these 10 sites (totalling 50.2 ha. of lands). The quantum of land required to meet the remaining unit target of 539 units will be dependent on the location and density of development.

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<sup>1</sup> Refer to Section 3.4 of this plan for further details

**Table 9:** Sites with valid planning permissions zoned for residential purposes within this plan.

Location	Land Use Zoning (Map 8.1)	Site Size (HA)	Unit Quantum Granted
Dunmurray Road	C1	4.8	98
Southgreen	C1	8.6	245
Southgreen	C1	7.4	211
Southgreen	C1	1.1	13
Monasterevin Road	C1	2.7	75
Nurney Road	C1	8.5	216
Tully Road	C1	0.8	18
Ruanbeg	C1	9.4	239
Ruanbeg	C1	2.8	30
Mellitta Road	C1	4.1	110
<b>Total</b>	<b>-</b>	<b>50.2</b>	<b>1,255</b>

In light of this target, the County Settlement Strategy recognises that the Kildare LAP (2002) significantly over-zoned lands for residential use and sets out strategic policies requiring the controlled phasing of land within the town to ensure compliance with the provisions of the strategy. The County Settlement Strategy requires the phasing of residential land to be based on a clear sequential approach with zoning extending outwards from the town core. A strong emphasis is also placed on encouraging infill opportunities and better use of under utilised lands with options and opportunities for brownfield/ regeneration prioritised.

In recognising these objectives, this plan identifies key locations for new residential development around the town centre. Together with the continued consolidation of the town centre, these lands are sufficient to meet the new housing unit target for the plan period. It should be noted that Magee Barracks has been identified as a strategic site within this plan with the potential for a wide variety of uses including employment, educational, community, cultural and residential. (Refer to Section 7.6.2 Magee Barracks Design Brief).

Table 10 identifies the location, zoning, site size and unit potential for each of the sites designated for strategic residential expansion to meet the remaining unit target of 539 units within the plan period. The sites identified include one central brownfield site (Magee Barracks) and seven infill sites on the edge of the town centre, with one further site being located on the outer edge of the town. Three of the sites have been identified for the provision of serviced sites for residential purposes. The sites in total provide 50.6ha of land for new residential uses with the potential to deliver 599 no. of units. While it is recognised that this is an over provision above the unit target of 539, it should be noted that Magee Barracks has been identified as a strategic site within this plan with the potential for a wide variety of uses. The function of the serviced sites is also to take pressure off the rural countryside for individual one off rural dwellings. The sites identified as appropriate for the provision of serviced sites shall be subject to a detailed design brief. Residential development will be monitored over the life time of this plan in line with policy PLD 1 (Section 7.1) to ensure compliance with the core strategy.

**Table 10: Phase 1 sites identified for Residential Development**

Location	Land Use Zoning (Map 8.1)	Site Size (HA)	Average Density (units per Ha)	Unit Quantum (Granted/Estimate)
Tully Road	C1	8.4	20	168
French Furze Road	C1	0.8	20	16
Magee Barracks	Z	25.1	N/A Mixed Use Site	161
South Green	C1	5.3	20	106
Maddenstown	C1	2.46	20	48
Whitesland East	C1	2	20	40
Whitesland East	C1*	4.5	10	45
Nurney Road	C1*	1.1	10	11
Abbey Villa	C1*	0.4	10	4
<b>Total</b>	<b>-</b>	<b>50.6</b>	<b>-</b>	<b>599</b>

A total of 19 sites have therefore been zoned for Phase 1 residential development with the remaining residential lands from the 2002 Kildare LAP being zoned Phase 2. Phase 1 lands are identified for development within the lifetime of this plan. In the event that permissions expire on existing zoned residential lands designated as Phase 1 consideration may be given to development of Phase 2 lands which are sequentially close to the town centre and are adequately serviced by appropriate infrastructure. The remaining Phase 2 lands will not be eligible for development until such time as Phase 1 lands are developed appropriately or until the review of this plan through the statutory process and in the context of the core strategy set out in the County Development Plan (CDP), as may be amended. It should be noted that the inclusion of new residential phase 2 lands within this plan will not in any way infer a prior commitment on the part of the Council regarding their future zoning for residential purposes within any future amendment or review of the Kildare plan. Any subsequent decision will be considered within the framework of national, regional

and county policy including new unit and population targets applicable at the time, the core strategy and the proper planning and sustainable development of the area.

The DoEHLG Guidelines on ‘Sustainable Residential Development in Urban Areas’ (2009) outline sustainable approaches to the development of urban areas. These set out national policy of encouraging more sustainable urban development by the avoidance of excessive suburbanisation and the promotion of higher residential densities in appropriate locations. Having regard to these guidelines, Table 11 sets out indicative residential densities for new residential development in Kildare town, dependent on location. Applications for residential developments should also have regard to design principles outlined in Section 7.5 (Urban Design and Town Centre Development) and Section 7.6 (Design Briefs) of this plan and to Development Management standards outlined in Chapter 19 of the Kildare County Development Plan 2011–2017. Note: Density standards at a lower range would be preferable.





**Table 11:** Indicative Residential Densities for Kildare Town<sup>2</sup>

Location for New Residential Development	General Density Parameters (units per ha)
Town Centre and Brownfield sites	Site specific
Strategic locations including public transport nodes and town centre area.	50 units per ha
Inner Suburban/Infill	Site specific
Institutional Lands	35–50 units per ha
Outer Suburban/Greenfield,	30–50 units per ha
Outer Edge of Urban-Rural transition	20–35 units per ha

The emphasis in the development of all of these areas is on establishing new communities including uses ancillary to residential such as educational, community, amenity and small scale convenience retail. The density of development will depend on the sites location relative to the historic town core and the train station. The challenge is to design residential environments that impact positively on quality of life and comprise attractive safe areas with a mix of house types, sizes and design. Good permeability with pedestrian and cycle links to surrounding neighbourhoods, community

facilities and open spaces and recreation areas are required for sustainable neighbourhoods.

In addition to these lands, the existing residential/ infill and town centre zonings provide opportunities for a wide number of uses including residential development as appropriate. To maximise the return on public transport investment, it is important that land use planning underpins the efficiency of public transport services by sustainable settlement patterns – including appropriate densities – on lands within existing or planned transport corridors.

<sup>2</sup> In accordance with Table 4.2 of the Kildare CDP 2011–2017, informed by DoEHLG Guidelines for Planning Authorities on ‘Sustainable Residential Development in Urban Areas (2009).



It is the policy of the Council:

- HP 1: To facilitate sustainable development in Kildare in line with its designation as a *Moderate Sustainable Growth Town* in the RPGs and in accordance with the settlement strategy set out in Kildare CDP 2011–2017.
- HP 2: To facilitate the phased sustainable development of lands in Kildare for residential use in accordance with Map 8.1, to ensure compliance with the core strategy and the settlement strategy set out in Kildare CDP 2011–2017. In the event that permissions expire on existing zoned residential lands designated as Phase 1 consideration may be given to development of Phase 2 lands which are sequentially close to the town centre and are adequately serviced by appropriate infrastructure. The remaining Phase 2 lands will not be eligible for development until such time as Phase 1 lands are developed appropriately or until the review of this plan through the statutory process and in the context of the core strategy set out in the County Development Plan (CDP), as may be amended. The inclusion of new residential Phase 2 lands within this plan will not in any way infer a prior commitment on the part of the Council regarding their future zoning for residential purposes with any future amendment or review

of the Kildare LAP which would also be subject to Strategic Environmental Assessment (SEA), Appropriate assessment(s) (AA) and Flood Risk Assessment (FRA) as required under the relevant legislation.

- HP 3: To require a phasing programme where a residential development larger than 20 units is proposed. The phasing programme shall be lodged and agreed with the Planning Authority detailing the construction, phasing and completion of each phase and timeframe of the overall project.
- HP 4: To encourage appropriate densities for new housing development in different locations in the town while recognising the need to protect existing residential communities and the established character of the town and surrounding area.
- HP 5: To ensure that the density and design of development respects the character of the existing and historic town in terms of structure, pattern, scale, design and materials with adequate provision of open space, which protects the amenities of the area.
- HP 6: To require the submission of a design statement for all sites identified for the provision of residential serviced sites which clearly describes and illustrates how the proposal relates to its site and context. It shall include principle design features for the overall scheme.

#### 7.2.2 Housing Mix and Community Development

The importance of creating sustainable neighbourhoods, whereby adequate community facilities are available in conjunction with the provision of new housing, is acknowledged. A key aim in the provision of new housing in Kildare is to encourage diversity rather than uniformity and as far as possible to relate the type of proposed new housing to the varying needs of the population. In all housing proposals an appropriate mix of dwelling types to meet the needs of categories of households will be encouraged.

The creation of sustainable neighbourhoods also requires easy access to adequate community facilities. It is an objective of this LAP to provide for additional community services where there are existing deficiencies in an area.

It is the policy of the Council:

- HP 7: To consider the provision of serviced sites on residentially zoned land at outer suburban locations to cater for a range of household sizes (refer to section 4.9.3 of the CDP). Serviced site proposals should include general design principles for individual plots (plot ratios, building heights, building orientation, private open space, palette of building materials, boundary details and parking).
- HP 8: To ensure that new development proposals are appropriately designed to create a sense of community. In this regard individual residential schemes shall generally be of a scale not exceeding 100 units (exceptions to this will be considered on the merits of each application).
- HP 9: To encourage the use of equine place names in order to strengthen and underline links with the equine industry.
- HP 10: To require applications for residential developments (over 20 units), to demonstrate the provision of an appropriate mix of dwelling types having regard to the following:
- The nature of the existing housing stock and existing social mix in the area;
  - The desirability of providing for mixed communities;
  - Provision of a range of housing types and tenures;
  - The need to provide a choice of housing, suitable to all age groups and persons at different stages of the life cycle; and
  - The need to cater for special needs groups.
- HP 11: To restrict apartment developments generally to town centre locations or suitably located sites adjoining the train station. Only in exceptional circumstances will apartments be considered outside town centre locations or adjoining the train station. Apartments will not be permitted where there is an over concentration of this type of development. Higher density schemes will only be considered where they exhibit a high architectural design standard creating an attractive and sustainable living environment.
- HP 12: To facilitate and co-operate in the provision of community services including, in particular, local services, schools, crèches and other education and childcare facilities in tandem and in the vicinity of all new and existing residential development.
- HP 13: To require applications for large residential developments (over 20 units), to demonstrate how the proposed increase in population will be accommodated in terms of education provision. In this regard, guidelines from the Department of Environment, Heritage and Local Government and Department of Education indicate that 12% and 8.5% of a population at any time is assumed to be of primary and secondary going age respectively.
- HP 14: To support high quality smaller residential developments to help foster a sense of local community.
- HP 15: To facilitate the provision of purpose built dwellings for those with special needs, including provision for the needs of the elderly, persons with physical disabilities and persons with learning disabilities and in conjunction with other voluntary bodies and the private sector.

### 7.2.3 Housing in the Agricultural and Greenbelt Zones

The primary aim for the agricultural and green belt zones in Kildare is to preserve agricultural and equine uses and to protect the physical, environmental, natural and heritage resources of these areas. The greenbelt zoning is specifically intended to protect the Curragh and National Stud by providing a buffer between them and the urban area. These areas have also been zoned to prevent urban-generated development which would interfere with the operation of farming/livestock or rural resource based enterprise. The provision of any new housing within these zones will be strictly controlled.

It is policy of the Council:

- HP 16: To strictly manage the provision of one off housing in lands zoned as ‘*I: Agricultural*’ and ‘*M: Greenbelt*’. Limited one off housing will be permitted in this zone subject to compliance with the rural housing policy set out in the Kildare County Development Plan 2011–2017. Documentary evidence of compliance with this policy must be submitted as part of the planning application, including a separate statement by the applicant on the need to reside in the area.
- HP 17: To ensure that, notwithstanding compliance with the policy HP 16, applicants comply with all other normal siting and design considerations.
- HP 18: To protect the physical, environmental, natural and heritage resources of the agricultural and greenbelt zones.

### 7.2.4 Housing Objectives

It is an objective of the Council:

- HP O1: To secure the implementation of the Kildare Local Authorities Housing Strategy 2011–2017, or any subsequent amendment to or review of the strategy.
- HP O2: To provide adequate accommodation for Travellers in accordance with the Council’s Traveller Accommodation Programme.
- HP O3: To promote a high standard of architecture in the design of new housing developments and to encourage a variety of house types, sizes and tenure to cater for the needs of the population and facilitate the creation of balanced communities.

## 7.3 Economic Development

In order to maintain a vibrant and attractive town and a sustainable community, one of the key issues for any town is economic development. Kildare Chilling, Modus Link, Kildare Retail Outlet, The National Stud and Whitelands Business Park are five of the town’s key employers. Ensuring the viability of existing employers and attracting new employment opportunities to Kildare is vital for the town to grow and prosper. In an increasingly competitive market and changing economic climate, it is important for the town to take advantage of any unique assets or specialist expertise.

In line with its designation under the Regional Planning Guidelines, the Kildare CDP 2011–2017 identifies Kildare town as a secondary economic growth town. As such, the town plays an important and complementary role in developing economic growth and sectoral interests in the county in tandem with primary economic growth towns in the county<sup>3</sup>. Critical mass is a core objective, supported by density levels, which support competitiveness, sustainability and create opportunities for economies of scale to justify strategic infrastructure provision.

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<sup>3</sup> Refer to Chapter 5 (Economic Development) of the Kildare CDP 2011–2017



### 7.3.1 Strategy for Economic Development, Tourism and Employment

The focus on employment generation in Kildare town is to build on the potential role of the town as a place to live, work, visit and enjoy. Key to Kildare town's economic development will be its ability to build on its retail and heritage strengths to create a unique tourism destination. The town must also take maximum advantage of lands strategically located close to the M7 motorway and the train station to provide co-ordinated opportunities for future new employment hubs.

Developing a synergy between heritage, retail and tourism can significantly enhance the profile of Kildare town. The provision of well planned and strategically located centres for employment and enterprise can help attract new jobs that create further spin-offs for the local economy. The long term strategy set out in section 6.0 of this plan is centred on the following key objectives:

- (i) Consolidating enterprise and employment lands to ensure the development of employment clusters in appropriate locations with respect to strategic access, residential areas and public transport nodes.
- (ii) Consolidating commercial and retail development in the existing town centre.
- (iii) Encouraging the flexible re-use of Magee Barracks through the provision of a mix of employment, education, residential and community uses, high quality public realm and open spaces and a built environment that reflects both the military history of the site and the existing urban fabric of the town.
- (iv) Increasing physical connectivity and tourist linkages between Kildare Retail Outlet and the historic town core to create spins-offs for the town and the Retail Outlet.
- (v) Locating low-density employment opportunities adjacent to strategic internal distributor and road links.
- (vi) Creating opportunities for cultural, social, community and passive and active leisure activities that maximise the potential of the existing heritage and amenity.
- (vii) Improving economic infrastructures in the area including ease of access to markets and customers both physical and electronic, including transport systems, zoned land, waste management structures and secure cost effective energy supplies.

### 7.3.2 Factors Influencing Employment Creation

A number of key land use factors influence the future economic potential of Kildare town and comprise availability of zoned land, availability of infrastructure and quality of life considerations.

#### *Availability of Zoned Land*

This plan identifies 28 hectares of land for the development of an enterprise and employment park to the west of M7 access road. This site is adequate to serve the needs of a wide range of employment opportunities, with a further 20 hectares of Phase 2 lands identified north of the Monasterevin Road to meet longer term enterprise and employment needs. The overall development of these lands in the medium to long term allows the potential for this site to develop into a significant employment campus for the town and wider area. The plan also identifies lands for industrial and warehousing uses at strategic locations close to the M7 interchange and the train station.

#### *Infrastructure*

Adequate infrastructure is essential to facilitate future economic activity in the town. This includes water services, effective road and public transport networks, energy, telecommunications, waste management, education and other community facilities. Wastewater facilities in Kildare have been upgraded in two phases with the final upgrade completed in November 2012 (refer to section 7.8 below). The treatment plant now has sufficient capacity to cater for existing industries and potential start up industries in the Kildare area. The plan also sets out short and long term traffic management policies and objectives designed to allow efficient access to the town centre and new employment and neighbourhood areas.

#### *Quality of Life*

The importance of quality of life is a key component to facilitate future economic development. Factors that make a town attractive for both firms and their employees are the key to a successful economic development strategy. Specific actions to improve quality of life include:

- Providing a high quality residential development with supporting social and community facilities;
- Ensuring a vibrant town centre with a high quality public realm;
- Creating an attractive urban environment to facilitate residency of the labour force;
- Ensuring the appearance of development complements existing environments and is of the highest quality; and
- Increasing and improving the range of recreational, amenity and cultural facilities.

It is the policy of the Council:

- ED 1: To promote enterprise creation opportunities and initiatives, in line with the designation of Kildare as a Secondary Economic Growth Town.
- ED 2: To promote and facilitate synergy between heritage, retail and tourism developments that enhances the economic profile of Kildare town.
- ED 3: To engage with existing employers and potential new employers in creating and fostering enterprise and research and development in the town.
- ED 4: To facilitate the sustainable development of commercial, office, incubator units, light industrial and warehousing development on appropriately zoned and serviced lands in co-operation with the IDA, Enterprise Ireland, the County Enterprise Board, Cill Dara Ar Aghaidh and the County Development Board.



### 7.3.3 Economic Development Objectives:

It is an objective of the Council:

**EDO 1:** To promote Magee Barracks as an appropriate site to develop enterprise and employment.

The regeneration of Magee Barracks should provide for economic activity to take place by facilitating and encouraging enterprise and the creation of employment. It is envisaged that this will occur through the development of commercial and enterprise blocks at a location close to the town centre.

**EDO 2:** To promote and facilitate the development of an enterprise and employment campus on appropriately lands zoned “Q: Enterprise and Employment” to the west of Kildare town. Lands zoned “Q: Enterprise and Employment” shall be the subject of a detailed design brief, to be agreed with the Planning Department, achieving a high standard of layout, landscaping and design of the overall site, buildings and groups of buildings. The overall development shall integrate well with the existing natural, cultural and built environment and deliver a high quality-working environment, which would be attractive to customers, employees and other users of the built environment. Design factors that shall be taken into account in the preparation of the design brief and design of the proposed site shall include:

- (i) Landscaping – A detailed landscaping strategy based on the site’s natural setting, views and adjoining land uses and the existing mature trees, hedgerows and natural boundaries of the site. All buildings, groups of buildings and open green spaces shall be integrated into the site by using landscaping that reflects the site’s topography, natural context and location beside the M7 motorway.
- (ii) Visual impact – The overall design and landscaping of the site shall complement and enhance the surrounding area. Particular regard shall be had to all views to and from the M7 motorway, Kildare Retail Outlet and the Monasterevin Road. The design brief shall detail the appropriate use of key buildings and building frontages, internal green zones, landscape buffers and hard and soft landscaping features which enhance the development of this site.
- (iii) Building design and elevation treatment – The use of high quality building design will be required with particular emphasis on creating attractive building elevations along the M7 link road and roundabout. High quality materials will be used to create a visually attractive campus style layout and design.



- (iv) Integrated design themes – The use of lighting, advertising, signage and information boards that are based on an overall designed theme. The design and location of these elements shall be visually appropriate to the site’s context and reinforce the site as a high quality employment campus.
- (v) Transport links – Generate links to public transport infrastructure. A Mobility Management Plan shall be prepared and implemented which will consider all modes of transport:
  - A phasing plan, which will detail phasing arrangements in the context of services and infrastructure for the overall site and the individual employment units and associated landscaped areas.
  - The overall layout shall be in accordance with the new roads objective (indicative only) as shown on Map 8.2. Road infrastructure for the site shall be delivered as part of phase one.

- (vi) Sustainability – The overall design and layout shall be based on implementing sustainable building practices in the construction and management of the scheme including the use of suitable materials, the implementation of sustainable drainage solutions and energy conservation measures.

Development of these lands will be the subject of Appropriate Assessment screening.

EDO 3: To enhance linkages between the historic town centre and Kildare Retail Outlet.

#### 7.3.4 Tourism Development

Tourism has an important role to play in the economic development of Kildare. The town possesses a number of attractions each of which has the potential to attract large numbers of visitors. Kildare is an ancient Cathedral town located beside the Curragh Plain and racecourse. A place of importance and interest is St Brigid’s cathedral and round tower. St Brigid’s cathedral is a beautifully restored Norman Cathedral that occupies the site of the original pagan shrine to the goddess Brigid. The grounds of the Cathedral



contain a number of fascinating links to the early history of the site including a round tower, Celtic cross and St. Brigid's Firehouse. In addition there is the White Abbey in the north-west of the town and the Grey Abbey in the south of the town. These Abbeys were erected for the Carmelites and Franciscan Friars respectively.

Kildare Town heritage centre is an interesting visitor attraction situated in the Market Square. Located in the restored 18<sup>th</sup> century Market House opposite St Brigid's Cathedral, the Heritage Centre hosts a multi-media exhibition telling the story of Kildare. The Heritage Centre is the ideal starting point for a tour of the town. The Irish National Stud established in 1946 is the only stud farm in Ireland open to the public and is a must see for any visitor in the area. The state of the art horse museum tells the story of Ireland's long affiliation with horse racing. The Japanese Gardens, one of the most famous tourist attractions in Ireland, is contained within the grounds of the National Stud. The gardens were planned to symbolise the Life of Man from the Cradle to the Grave. Also found here is St Fiachra's Garden Which has four acres of woodland and lakeside walks designed to represent the monastic movement in 6<sup>th</sup> and 7<sup>th</sup> century Ireland.

In addition to the historic features found in Kildare town, Kildare Retail Outlet just off the M7 is home to over 50 international and domestic luxury and fashion brands selling last season's collections at discount prices. The retail outlet contains a large car parking area, a children's playground, two restaurants and a tourist information centre to promote the Retail Outlet and the region. It is envisaged that this area will be further developed in the future creating greater links with the town centre. Other tourist attractions outside Kildare town include The Curragh Plains, The Bog of Allen Nature Reserve and Pollardstown Fen. The Curragh Plains is the largest tract of semi-natural grassland in Europe consisting of 2023.4ha (5000 acres) of rolling plains.

An opportunity exists therefore for Kildare to capitalise further on its tourism strengths and to seek to draw additional visitor numbers to the town and surrounding region. It is important to recognise however that any expansion and future provision of tourism within Kildare should not be detrimental to the overall character of the area.

It is the policy of the Council:

- T 1: To support the development of Kildare town as a tourism centre in the county.
- T 2: To improve the visitor experience to the town and to cooperate with all stakeholders and appropriate agencies in promoting tourism and securing tourist based enterprises and facilities in the town.
- T 3: To capitalise on potential tourist income by seeking to promote existing accommodation and new accommodation choices in the town.
- T 4: To improve the promotion and marketing of Kildare as a tourism destination (in particular The National Stud and the Japanese Gardens/ Kildare Retail Outlet and Kildare Heritage Centre).
- T 5: To promote, maintain and enhance all routes within Kildare, as indicated on Map 8.6, as heritage and tourism walking routes within and around the town.
- T 6: To support the provision of appropriate signage along existing heritage and tourism walking routes in Kildare Town.
- T 7: To prepare a tourism and retail development strategy for Kildare Town. The study will be prepared in consultation with the area committee and will identify appropriate policies and mechanisms which optimise tourism as an important element of the retail strategy for the town.



## 7.4 Retail

Retailing has an important role to play in the future development of the social and economic life of all towns. Kildare town is in a strong position, having significant potential to operate as a national tourist and retailing destination by combining and marketing a unique heritage, retail and tourism offer that can significantly enhance both. Reflecting this, it is recognised that the existing town centre needs to carefully expand its retailing offer and increase the physical linkages and synergies with its tourism offer.

### 7.3.5 Tourism Development Objectives

It is an objective of the Council:

- TO 1: To facilitate and guide the development of additional attractions and facilities within the town in order to encourage tourists to extend their stay and increase tourism generated expenditure in the town.
- TO 2: To facilitate the development of signage maps at gateways such as Kildare Railway Station and Kildare Retail Outlet as well as nodal spaces such as the Market Square, St. Brigid's Square and the proposed civic space at Magee Barracks.
- TO 3: To create further linkages through the Kildare Retail Outlet to connect with Academy Street as identified on Map 8.6.
- TO 4: To create a design brief in consultation with the area committee for shop fronts and streetscapes that would offer a suggested complementary palette of colours, designs, signage and lettering for property owners.
- TO 5: To identify in consultation with the area committee a high quality and appropriate design and style of civic furniture that will consistently be adhered to. This style and design will be prepared in consultation with local representatives and approved by same.

### 7.4.1 Analysis of the Towns Retail Profile

Since 2001 Kildare town has emerged from being the seventh to the fourth largest retail centre in the county, overtaking Athy, Celbridge and Leixlip. The County Retail Strategy 2008–2016, published in 2010, notes that the town has a total floorspace of 14,034m<sup>2</sup> net. This comprises 2,610m<sup>2</sup> (18.6%) of convenience, 10,314m<sup>2</sup> (73.5%) of comparison and 1,110m<sup>2</sup> (7.9%) bulky goods floorspace. These figures exclude vacant floorspace. These figures represent a very significant increase of 327.3% in total retail floorspace since the 2001 baseline study was established.

The towns comparison retail offer is predominantly attributable to the Kildare Retail Outlet Centre. The County Retail Strategy 2008–2016, acknowledges that while the Kildare Retail Outlet has significantly raised the profile of the towns retail offer, making a major contribution to enhancing the attraction and competitiveness of the town as a retail destination, the town centre remains weak. The Kildare Retail Outlet is a specialised retail operator and the more conventional comparison offers in the town centre are limited. The CDP also acknowledges that the potential benefits of the Kildare Retail Outlet to the existing town centre have not been harnessed to their maximum. The 2005 County Retail Strategy identified that vacant retail floorspace in the town was nearly 3.8%, a level well below that which should cause concern. The position has, however, considerably changed in the interim period with some twelve premises identified as vacant at the time of the



2009 health check. These, in addition to the closure of other commercial premises in the town centre, have resulted in the dynamics and ambience of the town centre being severely eroded.

Starting from a limited base in 2005, Kildare town's convenience floorspace has increased in recent years. The Tesco supermarket on the Monasterevin Road (net floor area; 3,059 sq. m.) and the Aldi on Grey Abbey Road (net floor area; 1,125 sq. m.) have added to the towns convenience floorspace offer. In addition to a number of independents, the other main convenience stores are the Eurospar in the Claregate Street scheme and the Lidl store on the Dublin Road. The town's bulky goods floorspace is limited and is not of a modern format. The County Retail Strategy 2008–2016 states that given the saturation of the retail warehousing market in both Naas and Newbridge, it is not anticipated in the foreseeable future that there will be any substantial enhancement of Kildare Town's bulky goods floorspace.

#### 7.4.2 Strategy for Developing the Towns Retail Profile

The strategy for developing the town's retail profile is centred on encouraging and facilitating the development of a combined and unique retailing, heritage and tourism experience within the town. For this to happen, it is important for Kildare town to fully develop into its designated role as a '*Sub County Town Centre*' within the County Retail Hierarchy. Reflecting this, the CDP includes a specific objective

to strengthen the retail core of the town and to identify appropriate and effective linkages with the Kildare Retail Outlet. The Draft County Retail Strategy 2008–2016 also highlights that there are no opportunities within and around the Core Retail Area of the town centre that could accommodate larger format convenience and comparison floorspace needed for the town to become a more self sufficient Sub County Town Centre. This LAP identifies the lands to the south west of the historic town core as the key site for expansion of the retail and town centre functions for Kildare. This designation also requires new linkages with Kildare town centre to improve the town's attraction as a retail and tourist destination. It also reinforces the inappropriateness of out of centre locations for large new main convenience and mainstream comparison floorspace.

It is the policy of the Council:

- R 1: To encourage the development of the retail and service role of Kildare as a self sustaining centre in accordance with the policies contained in the County Development Plan, the Retail Planning Guidelines 2012 and any future Retail Planning Guidelines or strategy that may be issued during the life of this plan.
- R 2: To facilitate the consolidation/expansion of the historic core of Kildare Town Centre through infill development and the redevelopment/regeneration of derelict/under-utilised sites and buildings in and around the Core Retail Area.



- R 3: To facilitate the development of lands to the south west of the historic town centre as the priority area for retail led mixed use expansion of the town centre in accordance with the Design Brief set out in Section 7.6 of this plan. Any proposed scheme shall provide a mix of uses and an overall design and layout that provides vitality and generates viability and strong linkages to the historic town centre. Development of these lands will be subject to Appropriate Assessment screening.
- R 4: To facilitate the appropriate expansion of the Kildare Retail Outlet on the lands designated to the south west of the historic town centre in accordance with the Design Brief set out in Section 7.6 of this plan. To require significantly enhanced high quality linkages between the outlet village and the historic town centre.
- R 5: To encourage and facilitate the development of a combined and unique heritage, retailing and tourism experience within the town and to encourage strong linkages between these attractions. A local committee should be established to identify and develop actions that will deliver same.
- R 6: To encourage and facilitate the delivery of tourism related retail developments and initiatives in and around Kildare town centre.
- R 7: To improve the town's attraction as a retail and tourist destination through additional investment in the public realm; attracting a critical mass of new retail investment within and adjacent to the historic town centre and by facilitating the enhancement of supporting tourism infrastructure (e.g. hotels, hostels, restaurants, bars and car parking).
- R 8: To establish a new neighbourhood centre within the Magee Barracks regeneration site with a suitable range of uses to meet the daily needs of residents/employees of the emerging new neighbourhood and the existing surrounding residential area. This Neighbourhood Centre shall be of a size and function that ensures it complements rather than detracts or displaces retail or other activities from the town centre. The Neighbourhood centre may be anchored by a supermarket (net retail floorspace of up to 1,500m<sup>2</sup>) and have a limited range of non retail services, civic, community and commercial and leisure floorspace.
- R 9: To work with and encourage landowners, retailers and development interests to realise the potential of vacant and back land town centre lands in Kildare.

- R 10: To facilitate the needs of existing and new residential areas through a network of sustainable local and neighbourhood centres. All local and neighbourhood centres shall complement rather than detract or displace retail or other activities from the town centre.
- R 11: To assess all planning applications for large retail developments in accordance with the criteria set out in section 19.10 of Chapter 19 of the Kildare CDP 2011–2017.
- R 12: To encourage the development of independent retail outlets in the town centre that will create a unique character and shopping experience for visitors.

It is an objective of the Council:

- RO 1: To enhance the retailing and tourist experience by making Kildare town a popular destination for eating, meeting and greeting by facilitating a range of restaurants, cafés and public houses linked to a high quality tourist and retail experience.
- RO 2: To encourage and facilitate the re-use and regeneration of derelict land and buildings for retail and other town centre uses, having regard to the Sequential Approach outlined in the County Development Plan.
- RO 3: To encourage and facilitate the preservation and enhancement of the retail and services role of Kildare town.

## 7.5 Urban Design and Town Centre Development

### 7.5.1 Introduction and Background

Through the planning process, local authorities have a key role to play in the formation of the built environment. To reflect this, this section sets out urban design policies and objectives specific to the future development of the town. The section sets out policy and guidance based on a detailed urban design analysis of the existing townscape. In setting out specific urban design policies and objectives for

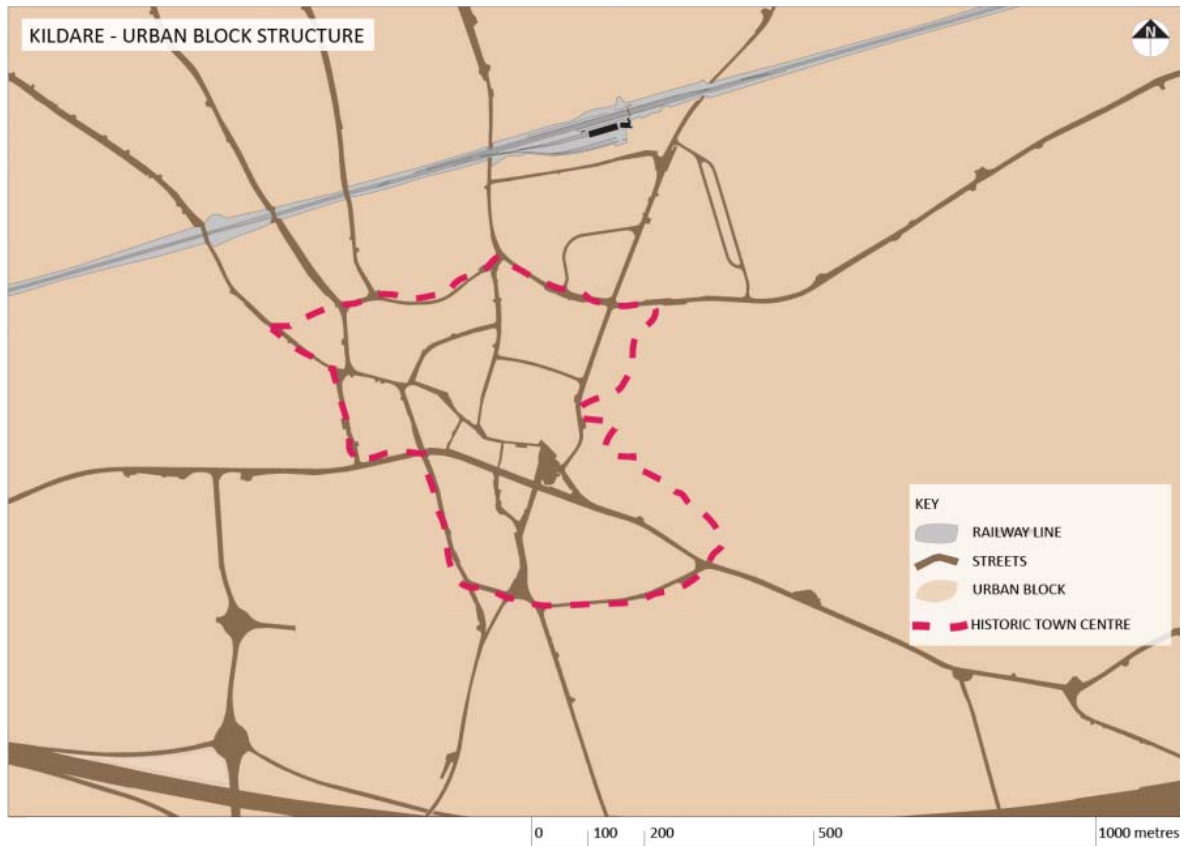
future development proposals in the town centre, the Council will proactively encourage the regeneration and conservation of the town centre whereby development and growth is managed and coordinated by using the best practice principles and the detailed design considerations. This section should be read in conjunction with the relevant DoEHLG guidelines and Government policy documents listed below:

- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns and Villages) (2009).
- Urban Design Manual; a Best Practice Guide (2009).
- Government Policy on Architecture 2009–2012 (2009).

### 7.5.2 Urban Design Analysis

Kildare town has a wide range of different built and natural elements that combine to establish its distinctive form, character and context. The town's heritage is reflected by its rich and diverse built fabric representing various periods of development associated with the settlement. The historic town core primarily comprises modest eighteenth and nineteenth century buildings typical of Irish market towns, punctuated by its collection of distinctive ecclesiastical structures, which provide a notable skyline of church spires and towers. The town offers good examples of defining eras in Irish architecture, which is reflected in the design, use of materials and craftsmanship of individual buildings. The urban design analysis detailed in this section highlights the distinctive nature of the town's built fabric, setting the framework for specific objectives and policies that require all future development to have detailed regard to the town's form, character and context.

Figure 7.1: Urban Block Structure

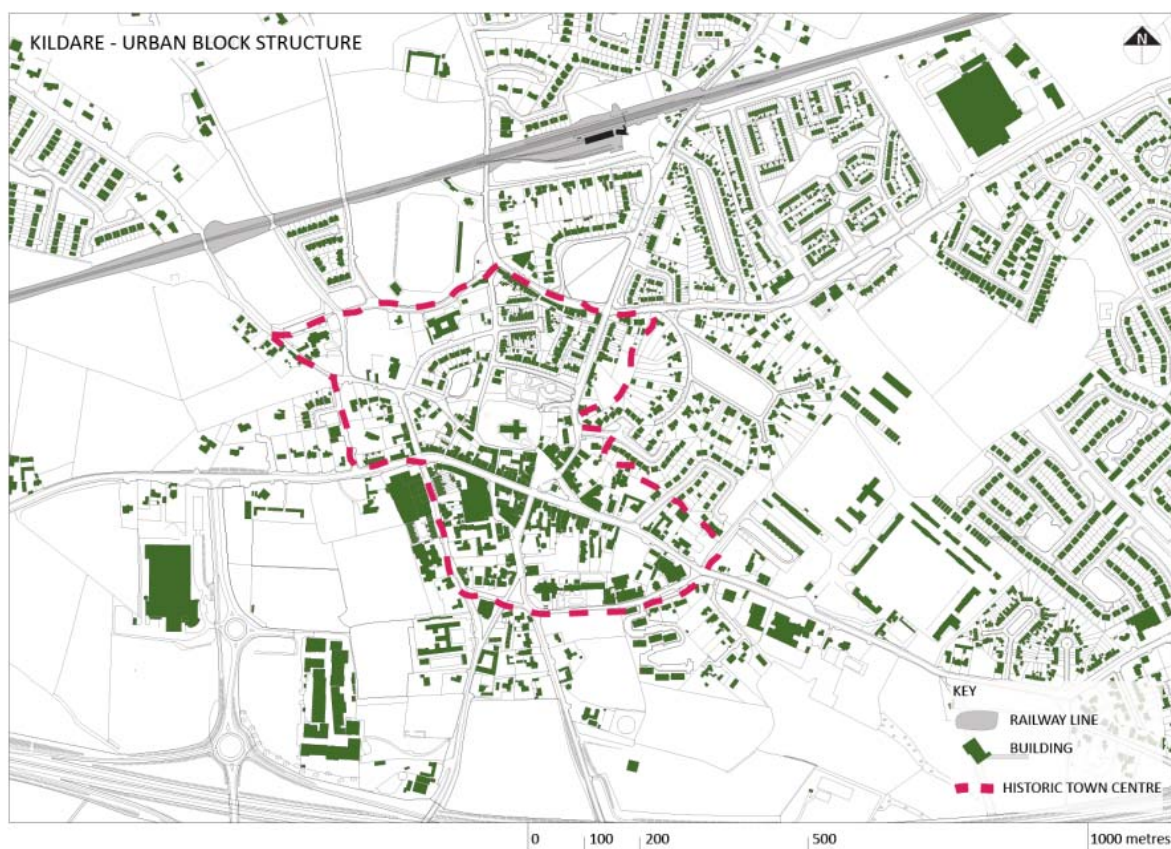


#### 7.5.2.1 Urban Block Structure

Kildare's historic town centre was established by the mid-nineteenth century, being a collection of eleven irregular shaped, small to medium size urban blocks and land parcels that give the town centre its distinctive structure. The blocks and land parcels are characteristic of various periods of development associated with the town. Significantly larger urban blocks have expanded around the outer edge of the historic core, with the east side of the town having no linkage between Dublin Road and Mellita Road. These land parcels outside the historic core are more loosely defined by approach roads and connecting lanes. In some instances these parcels retain eighteenth and nineteenth century roadside buildings, but are generally

characterised by more modern housing estates and detached buildings set back from the road on their own grounds. Many of these parcels are defined by attractive stone boundaries and mature landscaping including hedgerows and trees, all of which contribute to the suburban character of these areas.

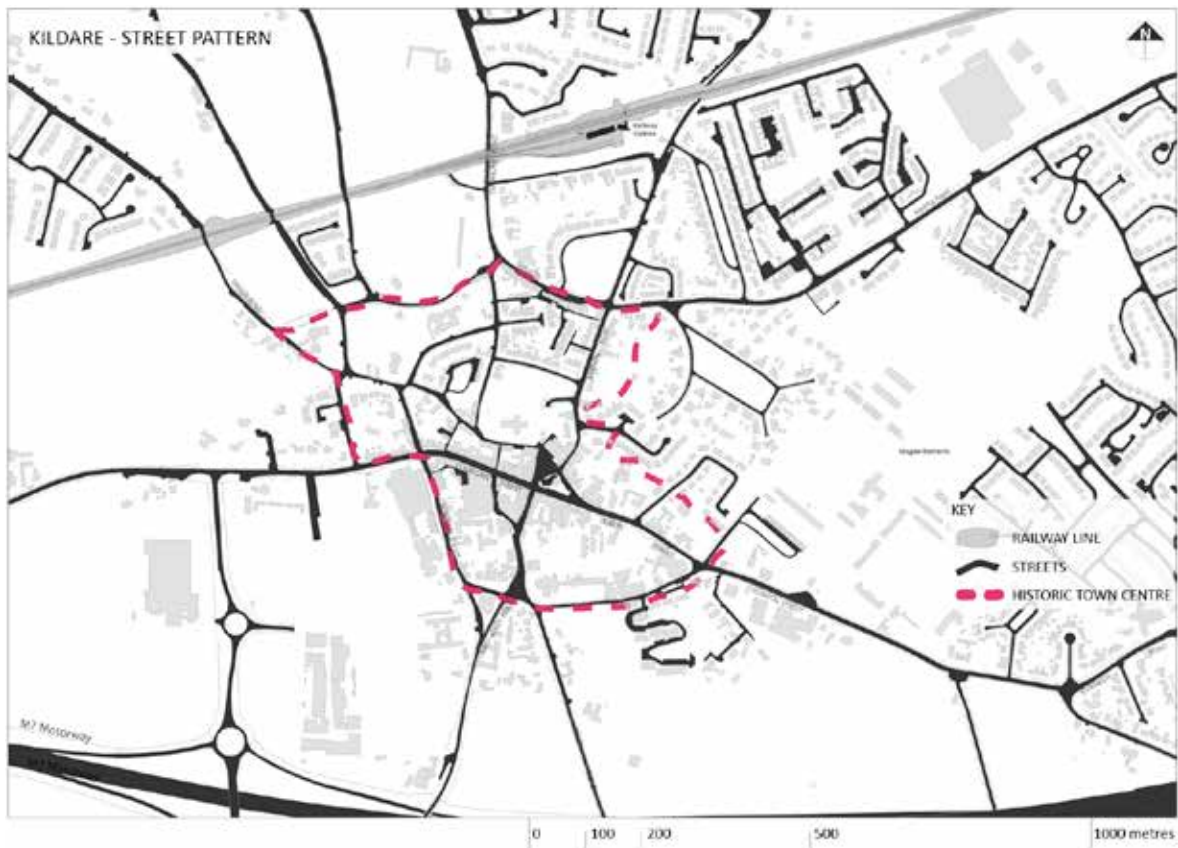
Figure 7.2: Urban Grain



### 7.5.2.2 Urban Grain

The eleven urban blocks and land parcels that make up Kildare's historic town centre generally reflect the configuration of the long narrow medieval burgage plots. These plots comprise a fine urban grain defined by a variety of individual eighteenth and nineteenth century two to three storey buildings that have been largely retained. The buildings provide a mixed streetscape with continuous frontage along Dublin Street, Market Square and Claregate Street. A variety of two and three-storey buildings front onto the town's core streets. These are interspersed with larger buildings, mainly set back into central plots. The overall mix of building's types in the town core is reflective of its historic development, giving the town its unique character and form. The larger urban blocks in the town's outer edge are mostly industrial sites, with the Kildare Retail Outlet being the exception.

Figure 7.3: Street Pattern



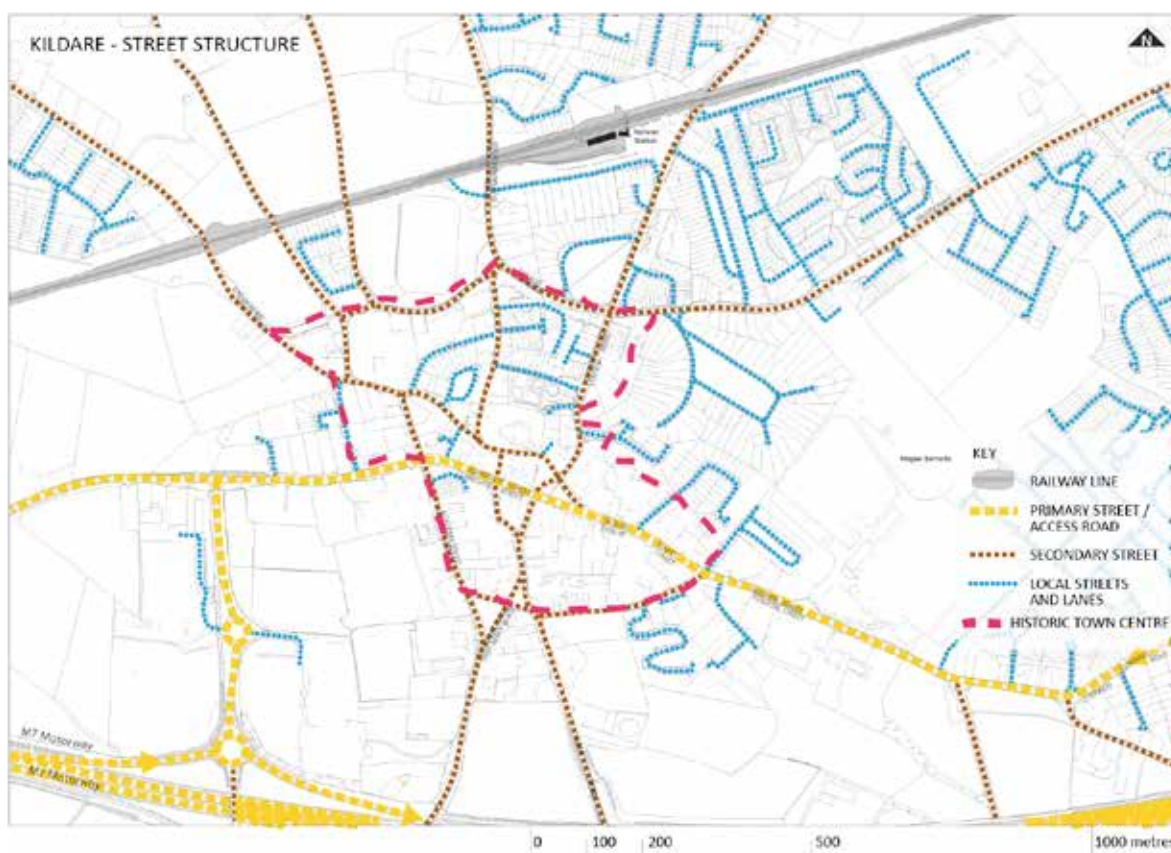
### 7.5.2.3 Street Pattern

Kildare's existing street pattern, with eleven approach roads into the town centre, reflects its early development as a settlement of importance. These radial routes largely serve to connect the hinterland and the suburbs of the town to its centre, the Market Square. The urban structure of the town centre is created around a dense pattern of streets and lanes to the north and south of the main street. This pattern provides a high degree of permeability within the town centre. Outside the town centre, land parcels are defined by these radial routes and a series of connecting lanes and cul-de-sacs of a suburban character. These are generally defined by landscaped

boundaries rather than the edges of buildings, which are generally set back from the road. The lack of streets and dominance of cul-de-sacs outside the historic town centre has created an urban environment lacking permeability.



Figure 7.4: Street Structure

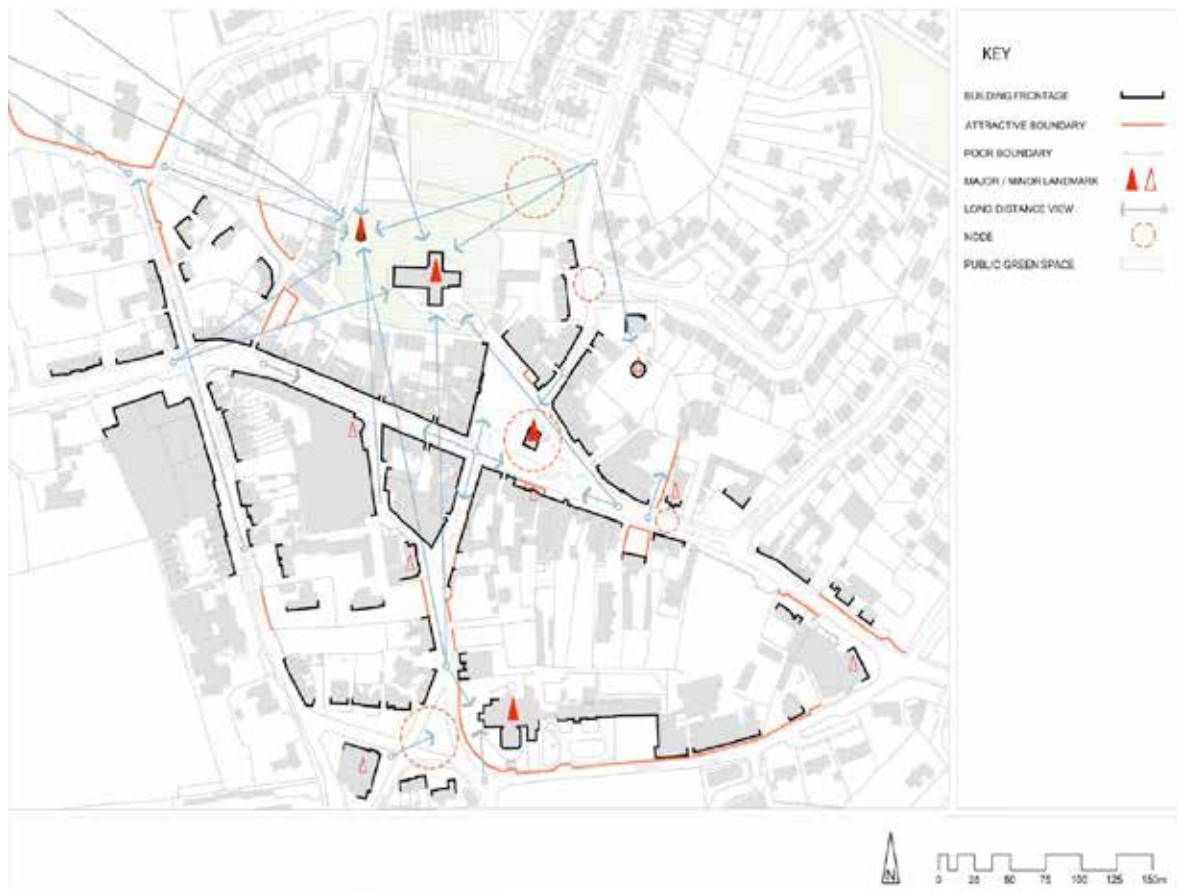


#### 7.5.2.4 Street Structure

The town centre can be defined as the main street or thoroughfare generated by Claregate Street, Market Square and Dublin Street. Market Square itself is defined on its southern side by the main street and is traversed by Station Road linking through to Bride Street. The eastern side of the square is defined by a street connecting the entrance to St. Brigid's Cathedral to Dublin Street and sets up attractive views to the cathedral and round tower. To the west of the Market Square, a series of narrow lanes connect Claregate Street to Firecastle Lane, which skirt's the southern boundary wall of St. Brigid's Cathedral. Collectively, this network of streets, lanes and the market square retain the character of Kildare's medieval borough. Outside the historic town centre

the street structure is dominated by a series of cul-de-sacs feeding into housing estates off the town's main approach roads. The M7 bypass to the south has made a significant impact on the street structure of the town, by redefining the main point of entry into the town. The connecting road off the M7 and into the south west of the town centre now provides the principal point of entry into the town centre.

Figure 7.5: Views, Landmarks and Street Frontage

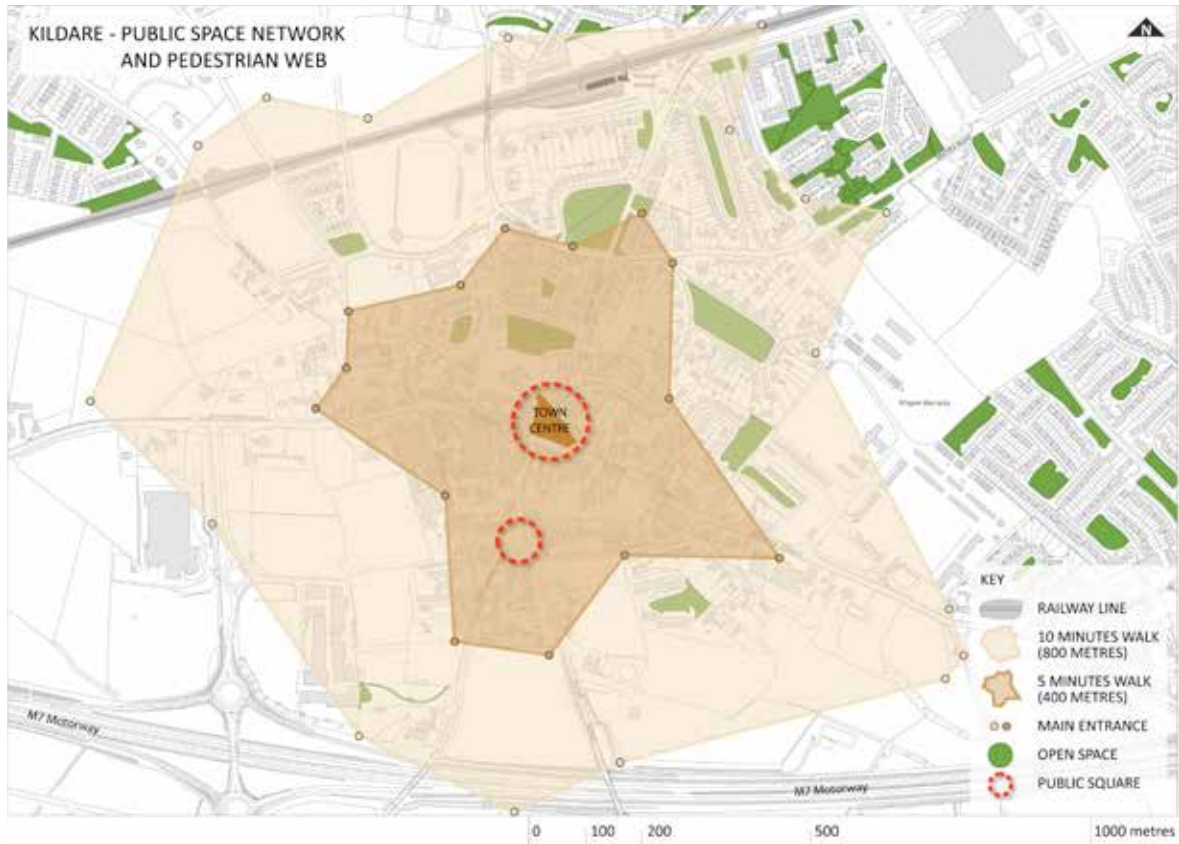


7.5.2.5 Views, Landmarks and Street Frontage

Kildare comprises a collection of landmark buildings that are defining features of the town. The landmark value of these buildings vary considerably, some being visible within and well beyond the confines of the town, others making an important contribution to the streetscape. The most notable landmarks in Kildare Town are St. Brigid’s Cathedral and round tower, St. Mary’s Carmelite Church and to a lesser extent St. Brigid’s R.C. Church. Impressive views of the cathedral and round tower can be obtained from the south eastern corner of Market Square, Station Road and Chapel Hill. The spire of St. Mary’s Carmelite Church is most visible on the skyline when viewed from outside the town. From a distance, the spire of St.

Brigid’s R.C. Church is generally viewed against the backdrop of the historic town centre. Minor landmark structures that have less of a presence but are notable features on the streetscape include the Market House, the Hibernian Bank, the Courthouse, the water tower and the Derby House Hotel. (Refer to Map 8.5 for full details of all these structures and for all views of importance in the town). The townscape within the historic core is characterised by its strong street frontage. Where buildings are set back, attractive boundary treatment is generally in place creating a strong and unique streetscape in the town centre.

Figure 7.6: Public Open Space Network and Pedestrian Web



#### 7.5.2.6 Public Space Network and Pedestrian Web

The majority of public spaces within Kildare town consist of public green spaces within housing estates located around the historic centre. There is a lack of connectivity between these spaces with no linear park of linked network in the town. The two principal urban spaces within the town centre are Market Square and St. Brigid's Square. Market Square is located to the south east of St. Brigid's Cathedral at what is the centre of the town. Triangular in form, this space is well defined on all sides by a collection of mainly eighteenth and nineteenth century buildings, with the market house, located to the centre of the square, providing a focus for the space. Mature trees and cast iron lamp standards are an attractive feature of the square, which continues to be the venue for outdoor markets. St. Brigid's Square is a less defined space than Market Square, comprising the intersection

of Grey Abbey Road, Tully Road, Bride Street and Academy Street. The square takes its name from St. Brigid's R.C. Church constructed on its eastern side in the nineteenth century. The space is surrounded by loosely arranged buildings on its perimeter and a former electricity supply building in the centre, which now accommodates the St. Brigid's Catholic Young Men's Society. Formerly a pound and fair green, this space is largely used for surface car parking.



### 7.5.3 Urban Design Policies

As the urban design analysis has shown, Kildare's townscape qualities are derived from a historic structure, which provides a framework for the distribution of land uses and the development of varying building typologies that form a unique built heritage. Kildare's urban fabric has evolved over several centuries and combines with the natural topography to establish the character of Kildare. It is a central objective of this Plan that the town centre be consolidated, providing for commercial and mixed-use development that creates a vibrant and bustling town with a diverse mix of activities. Key to achieving this is the development of derelict and key infill/gap sites in the town centre, enhancement of the physical environment and streetscape of the existing town core and the creation of zones of activity that realise the full potential of Kildare's inherent character. The strategy also seeks to expand town centre uses to the southwest in a manner, which integrates with the historic core.

This section sets out specific proposals to guide growth and manage change in the town in order to create a lively urban core with a mix of residential, commercial, community and amenity uses. The overall aim is to achieve a flexible and realistic framework for growth while allowing for the continued development, regeneration and physical improvement of the town.

It is the policy of the Council:

- UD 1: To ensure all proposed developments are designed to have regard to the rich and diverse urban and built fabric of the historic town core including its historic urban blocks, burgage plots, buildings, streetscape, civic spaces, approach roads and connecting lanes.
- UD 2: To create a more attractive, vibrant and consolidated town centre by utilising quality urban design principles that preserve and enhance the existing townscape character of the town centre.
- UD 3: To retain the character of Kildare's medieval borough formed by its collective network of streets, lanes and market square as defined by compact urban blocks and finer urban grain.
- UD 4: To encourage increased permeability through the larger land parcels around the outer historic core and to link them to the existing hierarchy of routes and civic spaces within and around the town centre.
- UD 5: To retain, where appropriate, attractive stone boundary walls and mature landscaping including hedgerows and trees, which contribute to the character of the town.
- UD 6: To utilise the town's historic core as a tool to regenerate and expand (to the southwest) the town centre to achieve a place with a positive public image.
- UD 7: To facilitate the development of the historic core as a cultural quarter that reinforces Kildare's status as a Heritage town.



- UD 8: To improve access and use of new and existing amenity spaces in the town through well designed developments that provide connections from the town centre by way of good linkages and a higher level of permeability.
- UD 9: To protect key views of the historic townscape and skyline within the town and from approach roads into the town centre.
- UD 10: To improve the visual approaches to the town from the M7 motorway and provide well designed entrances to mark the edges of the town centre at appropriate locations that reflect its character.
- UD 11: To provide overlooked cycle and pedestrian linkages between the residential areas, amenity areas and the town core
- UD 12: To encourage the construction of sustainable and energy efficient buildings
- UD 13: To require the undergrounding of utility cables in the town centre.

#### 7.5.4 Renewal, Re-use and Regeneration

While some positive changes have taken place in terms of town centre uses since the adoption of the last plan in 2002, there remain some derelict and vacant sites within the town centre. The continued vacancy of the Magee Barracks and other sites threaten the vitality and viability of the town centre. This Plan aims to provide the framework for a more integrated approach to new development in the town centre. An important objective of this plan is to establish urban design guidelines for the regeneration of Magee Barracks. Section 7.6. of this Plan sets out a design brief for the possible phased redevelopment of the Magee Barracks site.

It is a policy of the Council:

- RR 1: To encourage and facilitate the appropriate and sustainable re-use and regeneration of the Magee Barracks site for uses that are appropriate to its strategic location within the town creating a built environment that reflects both the military history of the site and the existing urban fabric.
- RR 2: To encourage and facilitate the re-use and regeneration of derelict land and buildings within and around the town centre and in particular vacant floorspace on the Main Street and side streets. The retention of the façade only will not normally be permitted.

- RR 3: To continue to enhance the profile of Kildare through strategic environmental enhancement, the creation of spaces and places of interest and the introduction of public art.
- RR 4: To carry out a review of existing street furniture in particular on the Main Street and the adjoining streets.
- RR 5: To seek the renewal of derelict, underused and vacant sites in accordance with relevant legislation.
- RR 6: To seek the retention, restoration and improvement of all buildings of architectural merit (including those buildings that are not deemed ‘protected structures’ as defined in the Planning and Development Act 2000) in the Town Centre in a manner, which respects the special character of the area. Any proposed works to such buildings shall have regard to the streetscape as a whole and enhance rather than detract from the established character of the street.

#### 7.5.5 Town Centre Objectives

It is an objective of the Council:

- TCO 1: To preserve the historic core of the town as the principal retail and commercial area of the town and encourage an appropriate mix of uses, whilst safeguarding the vitality and viability of the area.
- TCO 2: To safeguard the important architectural and streetscape heritage of the Town Centre area and to seek the incorporation of an Architectural Conservation Area (ACA) for Kildare town within the Kildare CDP 2011–2017.
- TCO 3: To protect the Town Centre from inappropriate development and encourage the sustainable relocation of existing inappropriate uses.
- TCO 4: To improve the attractiveness of the Town Centre’s built fabric, through the

encouragement of appropriate redevelopment and renewal of vacant and derelict sites or buildings, and to ensure high quality in all new developments.

- TCO 5: To facilitate proposed retail and suitable commercial development, where appropriate, within the identified Town Centre. In instances where the applicant has demonstrated to the satisfaction of the Planning Authority that there are no suitable or available locations within the Town Centre, other lands adjoining the Town Centre may be considered in a sequential manner.
- TCO 6: To pursue all avenues of funding to secure resources for the enhancement, renewal and regeneration of the public realm of the town centre.

## 7.6 Design Briefs

The “Sustainable Residential Development in Urban Areas” and the accompanying “Urban Design Manual – A best practice guide” were published by the Department of the Environment, Heritage and Local Government in May 2009. These Guidelines set out in detail the role of urban design in the delivery of sustainable communities. In accordance with section 3.8 of the Guidelines, this Plan includes design briefs to promote the development of the South Western Expansion Area (SWEA) and the regeneration of Magee Barracks.

These design briefs have been prepared to assist the different parties involved in the planning process – landowners, developers, agents, design teams and the planning authority. Each of the design briefs is based on an analysis of the character of the site and its urban context. This analysis is used to form a site organisation plan based on the principles of urban design. The site organisation plan sets out broad design parameters for the development of the sites including movement, the location and type of development blocks, building frontage, civic spaces, the promotion of natural features and the location of gateways and landmarks. The site organisation plans

Figure 7.7 : Aerial Photograph, South Western Expansion Site



should be used to inform the more detailed layout and design proposals within each site. An indicative design framework plan is provided for each site to illustrate how this may be done. All drawings indicate that the proposals are indicative only. A detailed design statement, explaining how any proposed development addresses the relevant design brief and all relevant development control standards set out in the Kildare County Development Plan 2011–2017 (Chapter 19), shall be submitted as part of any planning application on these sites.

#### 7.6.1 South Western Expansion Area

##### 7.6.1.1 Location and Land Uses

The South Western Expansion Area is strategically located between Kildare's historic town core and the M7 motorway access road. This urban block is c. 22 Ha. (55 acres) in area and is defined by the Monasterevin Road to the north, Academy Street and

Grey Abbey Road to the east, the M7 motorway to the south and M7 access road to the west. The block contains a mix of uses including the Kildare Retail Outlet, Grey Abbey ruins and graveyard, two school buildings, the former Wallpaper factory (JJ Mahons Ltd), Abbey villa House and the Tesco store. A more recent mixed use residential and retail block on Academy Street, Grey Abbey house (currently in use as an equestrian business) and some older detached houses are the remaining uses located along the eastern side of the block. The centre of the block is predominantly greenfield.

##### 7.6.1.2 Vision

The Kildare LAP 2002 designated the majority of this block as an appropriate location for the expansion of the town centre. Given the development of the Kildare Retail Outlet to the south, this plan expands this designation providing for greater levels of physical connectivity between the historic town core and

expanding town centre uses on its western edge. The vision for the future development of this area is;

To create a new and vibrant urban expansion area to the west side of Kildare's historic town centre that connects to Kildare Retail Outlet and Tesco supermarket by using a well designed public realm to integrate a mix of new buildings and uses which are respectful of the towns existing historic fabric.

The urban block comprises a number of different existing uses and land owners. It is recognised that all lands may not be developed together. The design brief therefore provides an overall strategy within which existing uses are recognised and allowing individual land owners to set out proposals within a clearly defined context.

#### *7.6.1.3 Map 7.6(a): Site Appraisal, South Western Expansion Site*

##### **1. Character and Urban Grain**

The existing urban block is characterised by it large size, lack of permeability, mix of uses, coarse urban grain, sloping typology and the open nature of its central area. The size of the block and its coarse urban grain contrast with the smaller blocks/plots and finer urban grain of the town centre. The main elements of the site ( Kildare Retail Outlet, Tesco, the two schools, Scoil na Mainstreach and Scoil Bride Naofa and the old wallpaper factory) are designed and function as isolated islands, accessed independently and providing little or no connectivity or permeability. The central area of the block is greenfield and is within 400m of the Market Square.

##### **2. Legibility and Ease of Movement**

The overall block is highly legible with four busy routes defining its edges. The M7 motorway to the south provides direct access from one of the country's busiest motorways. The Monasterevin road to the north, Cleamore road, Academy Street and Grey Abbey Road to the east are town centre streets with differing levels of legibility relevant to their width, levels of building frontage and condition. Connectivity and permeability through

the block is poor with no direct routes to the town centre. There is currently no connectivity through the site, with the access road to the Retail Outlet and Tesco car parks being unconnected. Although the Retail Outlet is located less than 450m from Market Square, the most direct route available is 850m long and has poor legibility.

##### **3. Density and Mix**

While there is a good mix of town centre uses within the block, the building types are largely single use and large scale (i.e. Tesco, Kildare Retail Outlet, the two schools and the old Wallpaper factory). The recently developed mixed used building on Academy Street, with ground floor retail and residential apartments to the rear, is the only mixed use building in the block. The overall density of buildings within the block is low, Car parking is the dominant land use within the western side of the block.

##### **4. Existing Heights, Levels and Views**

Building heights within the block are predominantly single and two storey. The Tesco development is of a greater height providing a strong street frontage onto the Monasterevin road. The site slopes down from north to south with up to a 7 metre change in levels across the block. This combination of building heights and level changes on the site allow for important views from the centre of the block to the Round Tower, St. Brigid's Cathedral, White Abbey, St. Brigid's Church and other important buildings in and around the historic town centre.

##### **5. Built Heritage**

Abbey Villa House, situated between Tesco and the old wallpaper factory, is a four bay, single storey late Victorian to Edwardian building. The house has a mature designed landscape setting, acting as an important urban parkland space contrasting with the scale of the built streetscape. The east side of Cleamore Street is formed by groups of terraces and cottages providing an attractive streetscape. The old wallpaper factory on the corner of Cleamore Road and Claregate Street is of local social and historical significance.



#### 7.6.1.4 Map 7.6(b) Site Organisation Plan; South Western Expansion Area (SWEA)

The site organisation plan is based on four key concepts:

(i) **Connectivity**

Increasing east-west permeability within the town by creating connectivity between the historic core and the Kildare Retail Outlet via a new urban street. Strategic access points to/from the surrounding road network shall access the SWEA as follows-

- West – Existing roundabout on the Nurney Road
- North – Recently constructed road leading to tesco carpark
- East – Proposed new junction on Academy Street

(ii) **Creating Key Pedestrian Routes**

Providing highly legible pedestrian routes between the historic town centre, the Kildare Retail Outlet, St. Brigid's Square and Tesco supermarket.

(iii) **Building a New Urban Square**

Creating a central active civic space that acts as a focal point for the extended town centre and connects with the existing network of public spaces within the town.

(iv) **Capturing Views of the Skyline**

Capturing views and vistas of St. Brigid's Cathedral and Round Tower, Market Square and White Abbey Church and designating a visual approach to St. Brigid's Square.

Based on these four key concepts, the site organisation plan sets out a clear network of public routes within which different development blocks and urban spaces operate. Priority is given to the creation of a collectively designed public realm which creates attractive and vibrant visual connections with the historic town core. A mix of development blocks are set out as follows:

1. **Commercial Development Block**

Creating an attractive corner building with an active commercial use. Detailed landscaping required. Independent Access to this block will be considered having regard to:

- Volume and type of vehicular movements generated by development on site
- Appropriate engineering design standards
- Safety and capacity of the nearby road network.

2. **Outlet Car Park Extension**

Providing additional car parking for phase 2 of the Kildare Retail Outlet via an internal link road. Detailed landscaping will be required.

3. **Outlet Phase 2**

Connecting to Phase 1 while also creating active and attractive frontages onto the new urban street that form part of a legible link with the historic town core.

4. **Urban Mixed Use Block**

Designing fine grained active streetscape buildings providing a vibrant mix of uses including local retailers, restaurants, cafes and delis. Civic and cultural uses are preferred with some office space and residential townhouses/ over the shop living.

5. **Urban Square/Civic Space**

Creating an active vibrant focal point for the new urban street that provides an attractive outdoor space for adjoining uses. Detailed landscaping required.

6. **a) Residential serviced sites**

Providing for low residential development with dual active frontages onto the Monasterevin road, Tesco road and Amenity & Open space area.

**b) Public open space**

Providing an attractive public open space for local employees and visitors to the town. Detailed landscaping will be required.

## 7. Urban Regeneration Block

Regenerating the site to provide for a use that adds vitality to the town centre. Potential uses could include; hotel, indoor food/cultural market and a county museum.

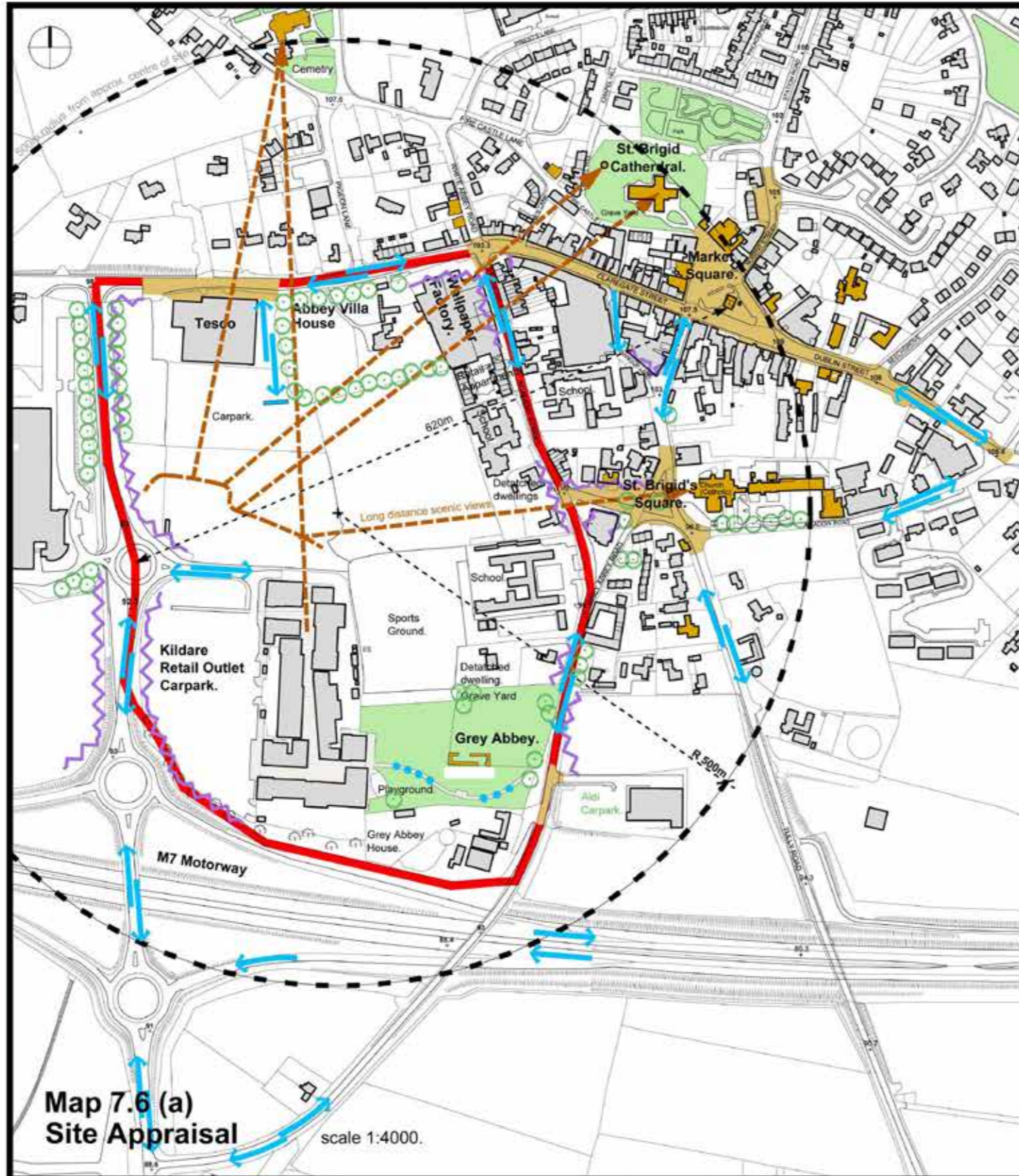
Improvements to the public realm are required including promoting the Grey Abbey Road as an alternative route to the town centre and enhancing the pedestrian experience in St. Brigid's Square and surrounding lanes/streets into the town centre.

### *7.6.1.5 Map 7.6 (C): Indicative Framework Plan; South Western Expansion Site*

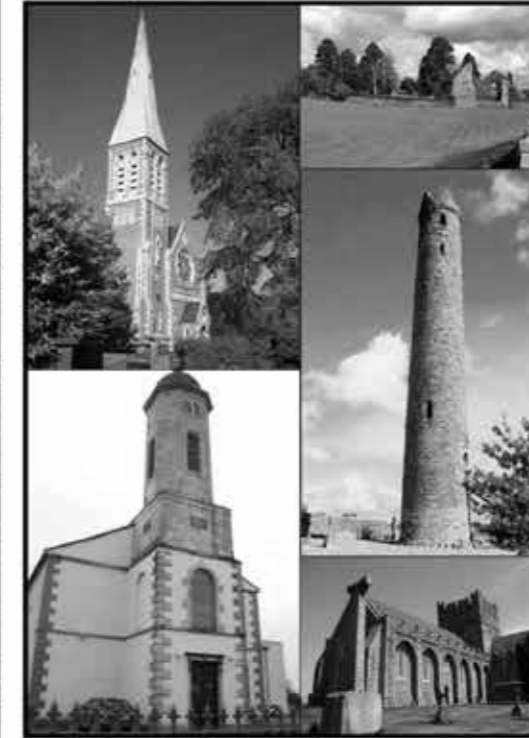
The indicative framework plan illustrated on map 7.6 © is provided for illustration purposes only, demonstrating how the site organisation could be used to create a new street pattern, sympathetic to the pattern of the historic core and using a mix of building uses and types to create a vibrant new area.

Map 7.6 (a): SWEA Site Appraisal

Existing site fabric.



Images of key buildings that project the skyline from within the site.



Key skyline Buildings:

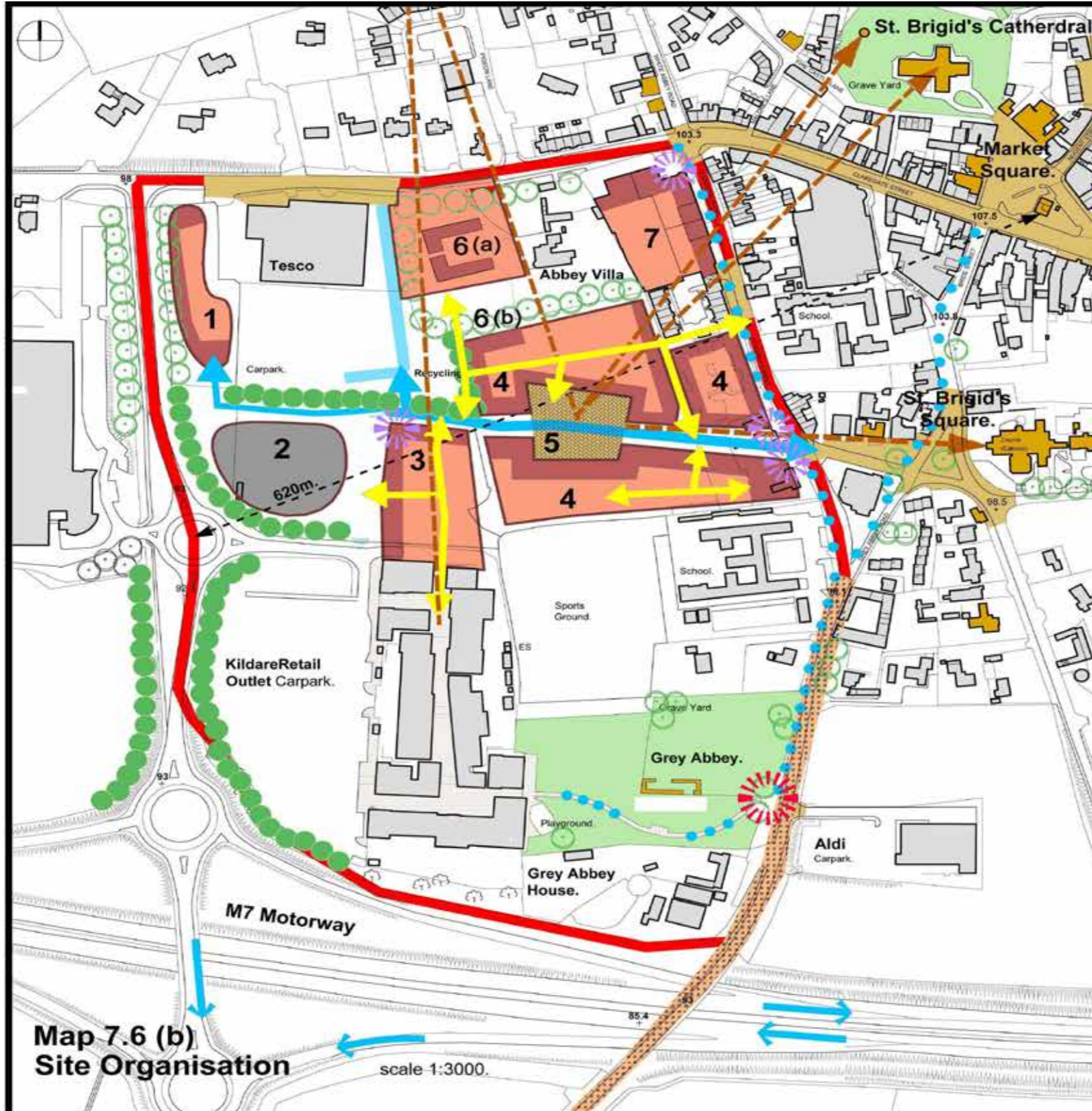
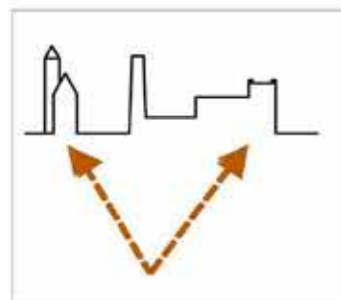
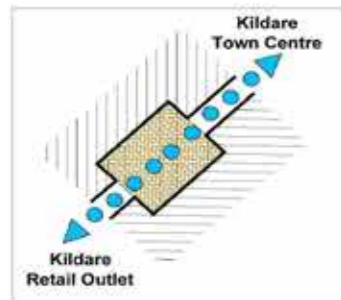
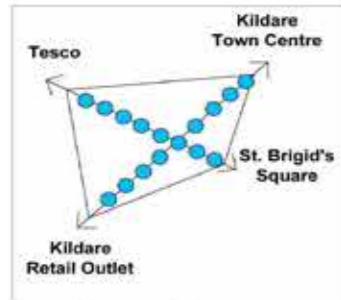
1. St. Marys Carmelite Church.
2. St. Brigid's Catholic Church.
3. Grey Abbey Ruins.
4. Round Tower.
5. St. Brigid's Cathedral.

Key symbols:

- Town centre extension site outlined in red:
- Buildings of Historical Significance:
- Green Spaces:
- Vehicular movement:
- Long distance views:
- Town centre activity:
- Weak edges:
- Existing Trees:
- Pedestrian link from Kildare Village:

Map 7.6 (b): SWEA Revised Site organisation

**Key Concepts:**



**Key Development Organisation:**

1. Commercial development.
2. Retail Outlet car park extension.
3. Retail Outlet phase 2.
4. Urban mixed use.
5. Urban square / civic space.
6. a) Residential Serviced Sites  
b) Public Open Space
7. Urban regeneration site.

**Skyline to be retained and captured.**



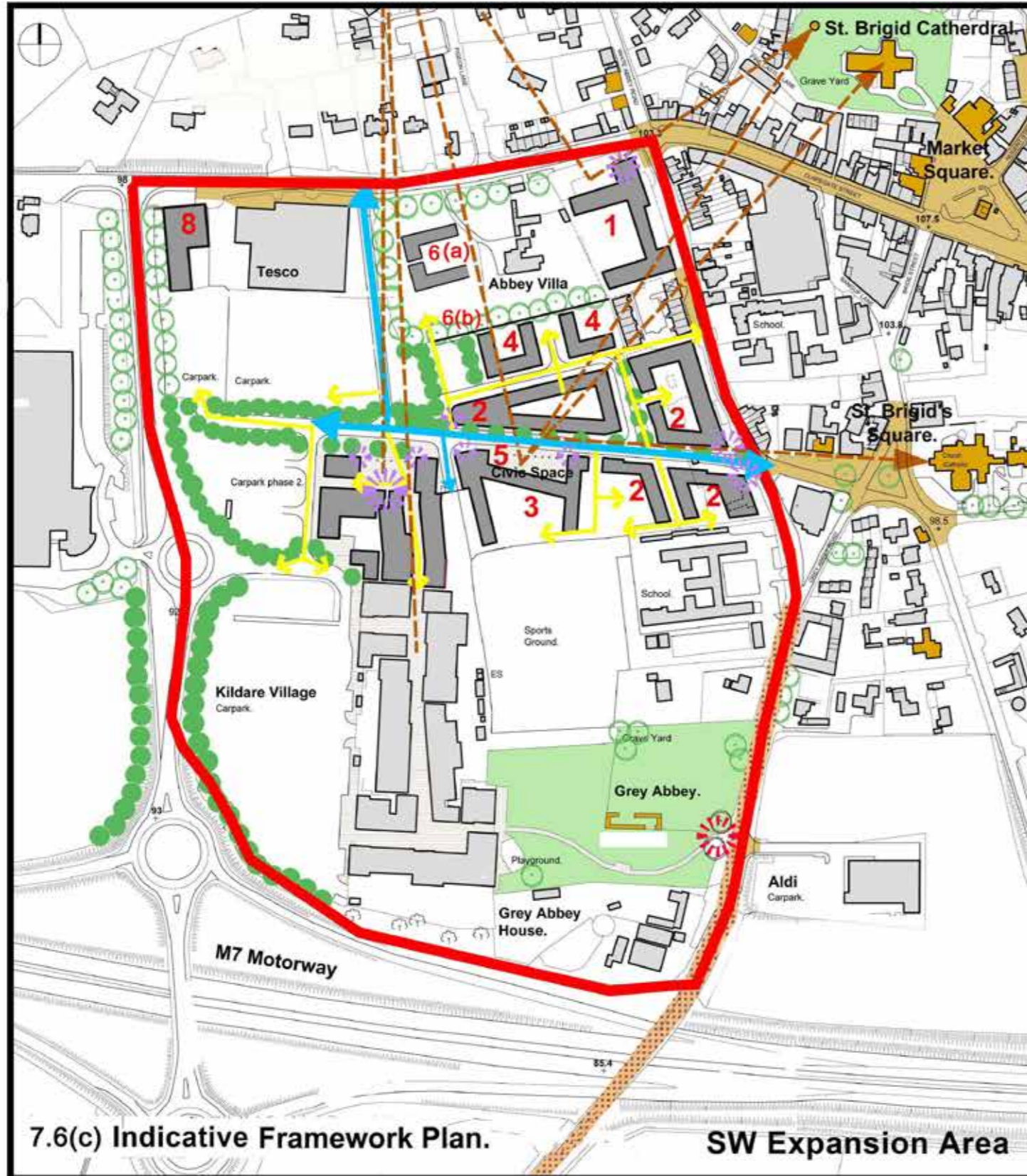
**Key symbols:**

- Town centre extension site outlined in red:
- New Route:
- Long distance views to be captured:
- Existing landscape:
- New landscape:
- Internal site connections:
- Key Building elevations:
- Improve key entrance:
- New built zone:
- Enhance pedestrian experience:
- Promote road as an alternative Town centre route:

Map 7.6 (c): SWEA Indicative Framework plan



New urban square.



7.6(c) Indicative Framework Plan.

SW Expansion Area

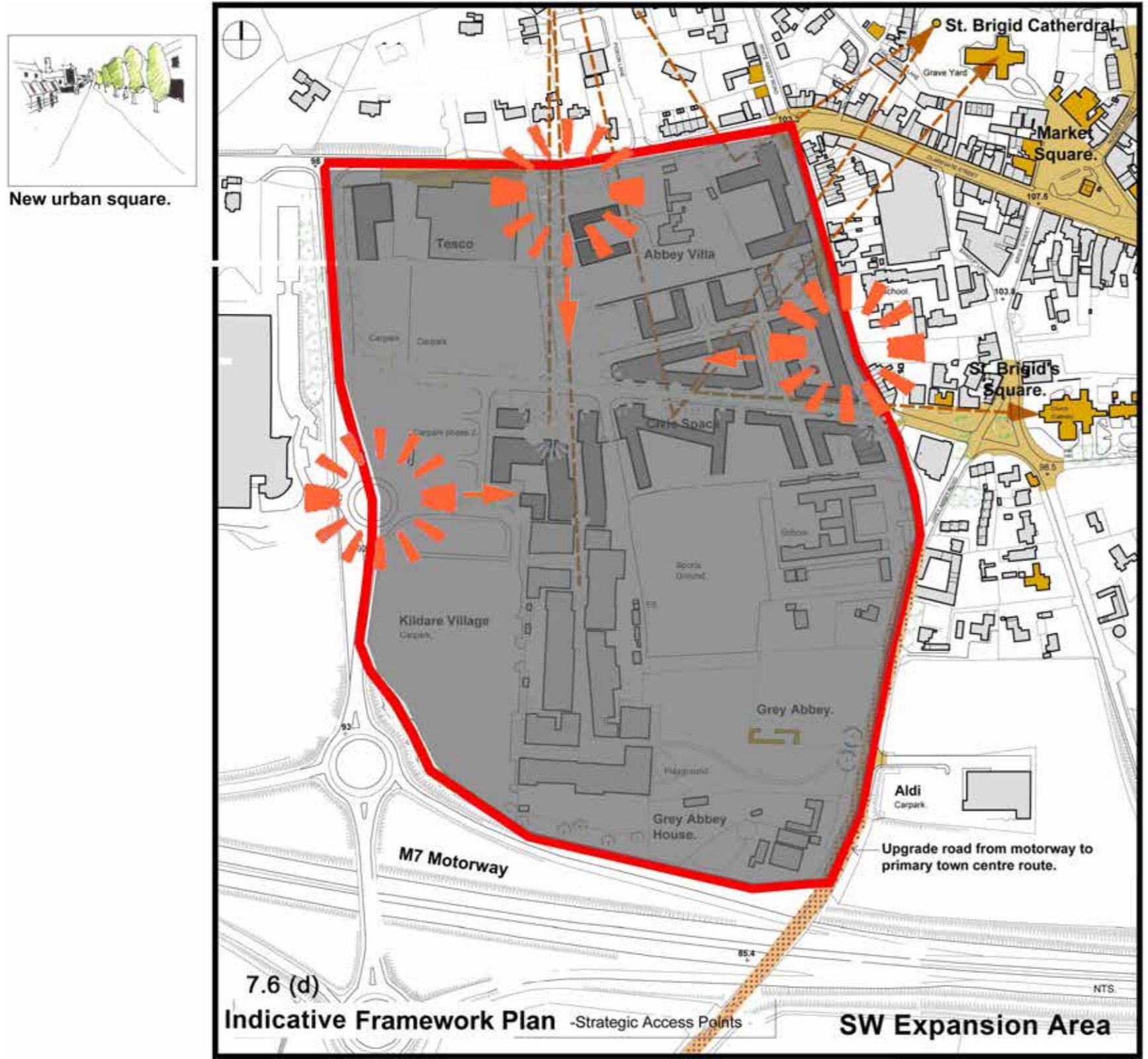
**Potential Framework Organisation.**

1. Hotel.
2. Retail / Restaurant / Cultural.
3. Theatre / Cinema / Civic use.
4. Town houses.
5. Urban square / civic space.
6. a) Residential Serviced Sites  
b) Public Open Space
7. Kildare Village phase 2.
8. Commercial Building.

**Key symbols:**

- Town centre extension site outlined in red:
- Long distance views to be captured:
- Existing Landscape:
- New landscape:
- New Street:
- Access:
- Key Building elevations:
- Improve key entrance:
- New built edge:
- Grey Abbey Road:

Map 7.6 (d): SWEA Strategic Access Points



**Figure 7.8:** Aerial Photograph, Magee Barracks Site



## 7.6.2 Magee Barracks Design Brief

### 7.6.2.1 Location, History and Land Use

The Magee Barracks lands are located less than 500 metres to the east side of Kildare's historic core. This site measures c. 26 Ha. (65 acres) in area forming boundaries with the Ruanbeg residential estate to the east, Melitta Park and Melitta Road to the north and the Campion Crescent residential estate to the west. The main entrance gates open onto Hospital Street. In 1998, the barracks closed with all personnel moving to the Curragh Camp. The site remains a symbol of the town's long military history. The remaining elements of the barracks that exist today were built in the 1930's, being one of the first barracks to be built by the Irish Free State. The barracks became an important employer of the town, with 165 army personnel and 30 civilians employed there in 1996.

The Kildare LAP (2002) and the subsequent Magee Barracks LAP (2005) designated this brownfield site for the strategic expansion of the town. Following on from this an urban framework plan was drafted in 2008 setting out a strategy for the delivery of high density housing under the government's 'Affordable Housing Initiative'. Given the down turn in the economic climate and subsequent changes to government policy the draft urban framework is no longer applicable. This LAP has zoned the site as 'Z: Regeneration of Magee Barracks' (refer to Section 8.1.2). This zoning allows for the development of the site for a mix of employment, educational, community and residential uses in accordance with this design brief.

### 7.6.2.2 Vision

Reflecting the strategic importance of the site, this plan allows for the development of a wide variety of appropriate uses including employment, educational, community, cultural and residential uses. The vision for the future development of Magee Barracks is:

To create a new vibrant community quarter in the heart of Kildare town, which provides a mix of employment, education, residential and community uses, high quality public realm and open spaces, creating a built environment that reflects both the military history of the site and the existing urban fabric of the town.

The development vision for this site arises from its strategic location to the east of the town centre, its historic context and the need to integrate a new neighbourhood and community quarter into the town's urban fabric. The aim of this Design Brief is to support this vision by providing the framework within which new development can take place.

### 7.6.2.3 Map 7.6(d): Site Appraisal; Magee Barracks Area

#### 1. Character and Urban Grain

Magee Barracks is characterised by its large size, lack of permeability and open nature. The site contrasts with the smaller blocks/plots and finer urban grain of the town centre and the surrounding housing estates. The remaining military buildings are the site's principal features, most of which are in a poor state of repair. The water tower on the site is a prominent feature in the area. Another strong feature is the band of mature trees surrounding the entrance and fronting onto Hospital Street, and the tree-lined main avenue that gives access to the centre of the site. Both the eastern and western boundaries of the site are backed onto by residential development.

#### 2. Site Shape, Levels and Views

The barrack lands are irregular in shape measuring about 800m between Hospital Street and Mellita Road, being 450m at its widest point and 250m at its narrowest. The northern part of the site is open, sloping gently to the north and east. The southern part of the site is quite flat. There are notable differences in levels at a number of points on the boundary of the site with the houses in Ruanbeg Manor being approximately three metres below the level of the barracks site and the residential development at 'The Plains' at a significantly higher level. Views are largely contained within the site with some distant views of the Wicklow Mountains from the Melitta Road end.

#### 3. Legibility and Permeability

Reflecting its former military use, Magee Barracks is characterised by its lack of permeability. The overall block is largely impermeable and poorly legible. The main entrance and primary frontage onto Hospital Street are the only notable interactions with the surrounding townscape. Although Market Square is less than 500m from the main gate, the site is an island providing no connecting routes with Hospital Street, Melitta Road and the adjoining housing areas.

#### 4. Built Heritage

The southern portion of the site still houses various abandoned military buildings centred on the former parade ground. The majority of former military buildings are of low conservation value and most of which are in a poor state of repair. The redundant Officer's Quarters building and the military entrance gates on Hospital Street are the remaining features of heritage importance but are in poor physical condition.



#### 7.6.2.4 Map 7.6 (e): Magee Barracks Urban Design Framework

The urban design framework will ensure the successful regeneration of Magee Barracks providing a greatly enhanced, re-imagined and re-defined environment, resulting in vibrant and sustainable, mixed use urban area with employment, living and recreational opportunities set in a greatly enhanced and attractive environment. In line with the vision statement and the policies of the Kildare County Development Plan (2011–2017) the following provides development principles for the future development of Magee Barracks:

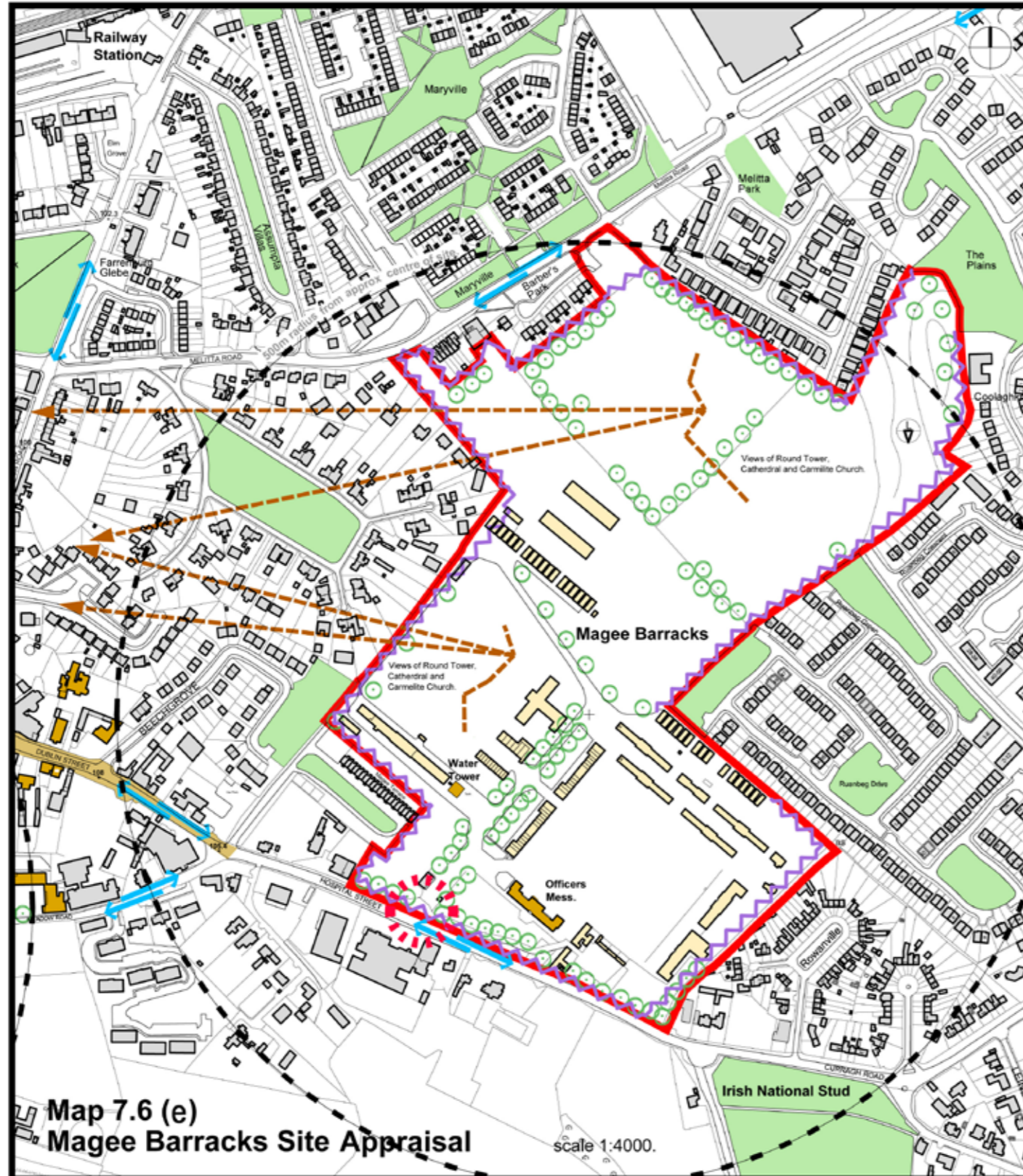
1. **To mend and reconnect the urban fabric in order to increase accessibility and permeability.** Magee Barracks is disconnected and inward looking. The subject site faces difficult challenges unless its fabric is mended and reconnected to the surrounding areas. It is imperative that new connections to the surrounding areas are created as indicated in the Urban Design Framework figure 7.6(e)
2. **To increase commercial and sustainable economic activity by facilitating and encouraging enterprise and the creation of employment.** The regeneration of Magee Barracks should provide for economic activity to take place by facilitating and encouraging enterprise and the creation of employment. It is envisaged that this will occur through the development of commercial and enterprise blocks at a location close to the town centre.
3. **To protect the amenity of the adjoining residential areas. Magee Barracks is surrounded by existing established residential areas.** It is imperative the residential amenity of these dwellings is protected. It is therefore proposed to wrap the established residential areas with new residential development of a similar scale and type to protect existing residential amenity and provide passive surveillance of the public realm.
4. **To provide a range of appropriate recreational amenity and community uses for both new residents and the wider town, allowing the new neighbourhood to act as a focal point for social and cultural activities.** Central to this will be the creation of multifunctional facilities that maximise their usability for the community. It is envisaged that the regeneration of Magee Barracks will include the provision of significant elements of public open space and the creation of a neighbourhood park that acts as a focal point for the extended town centre. Other uses include the adaptive reuse of the barracks building (Officer's Mess) as an important gateway element to the Magee Barracks site and the provision of a site for a new primary school(s). The strategy of linking future development to the history of Magee Barracks will help forge a distinct sense of place.
5. **To provide strong physical links and connections to the surrounding areas in order to knit the subject site into its context.** The regeneration of Magee Barracks provides opportunities for new linkages to the surrounding urban fabric. Principal to this is the establishment of a hierarchy of routes linked to two new tree lined boulevards as shown in figure 15.7 in Chapter 15 of the Kildare County Development Plan 2011–2017. These boulevards will connect Hospital Street and Melitta Road with the partially completed Ruanbeg access road. This will significantly increase north-south permeability within the town. An opportunity also exists to extend a number of secondary neighbourhood streets (as per Chapter 15 of the Kildare County Development Plan 2011–2017) and pedestrian routes from the established surrounding residential areas into Magee Barracks in order to increase connectivity and provide safe and direct access to the school, public park and employment hub. This clear hierarchy of routes provides residents with a more direct network of routes into the town centre from outlying residential areas, increasing links with the train station and avoiding congestion.

6. **To provide integration of the new communities with the established communities in the area.**

The employment blocks, neighbourhood park, primary school and new streets and linkages will ensure that the new urban quarter is fully integrated into Kildare Town. Central to this is the extension and expansion of existing pockets of open space within the adjacent established residential areas into Magee Barracks. These will provide green links, pedestrian routes and wildlife corridors.

Map 7.6 (e): MB Site Appraisal

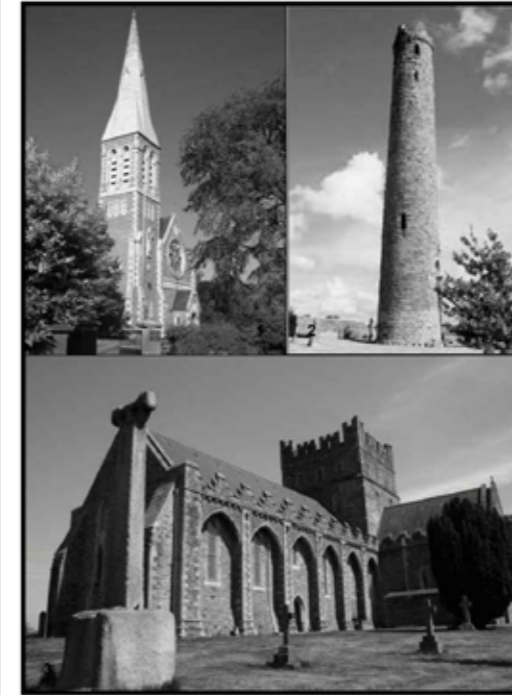
Existing site fabric.



Map 7.6 (e)  
Magee Barracks Site Appraisal

scale 1:4000.

Images of key buildings that project the skyline from within the site.



Key skyline Buildings:

1. St. Marys Carmelite Church.
2. Round Tower.
3. St. Brigids Cathedral.

Key symbols:

- Magee Barrack site outlined in red:
- Buildings of Historical Significance:
- Abandoned Military Buildings:
- Key Entrance of Historical merit:
- Green Spaces:
- Vehicular movement:
- Long distance views:
- Town centre activity:
- Weak edges:
- Existing Trees:
- Contours:
- Level change of significance:

Map 7.6 (f): MB Site Framework

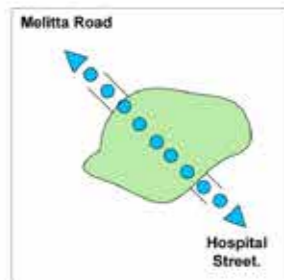
**Key Concepts:**



1. Connectivity.



2. New Community Hub.



3. New Public Park.



4. Capture views of skyline.



**7.6(f) Magee Barracks Indicative Site Framework**

**Key symbols:**

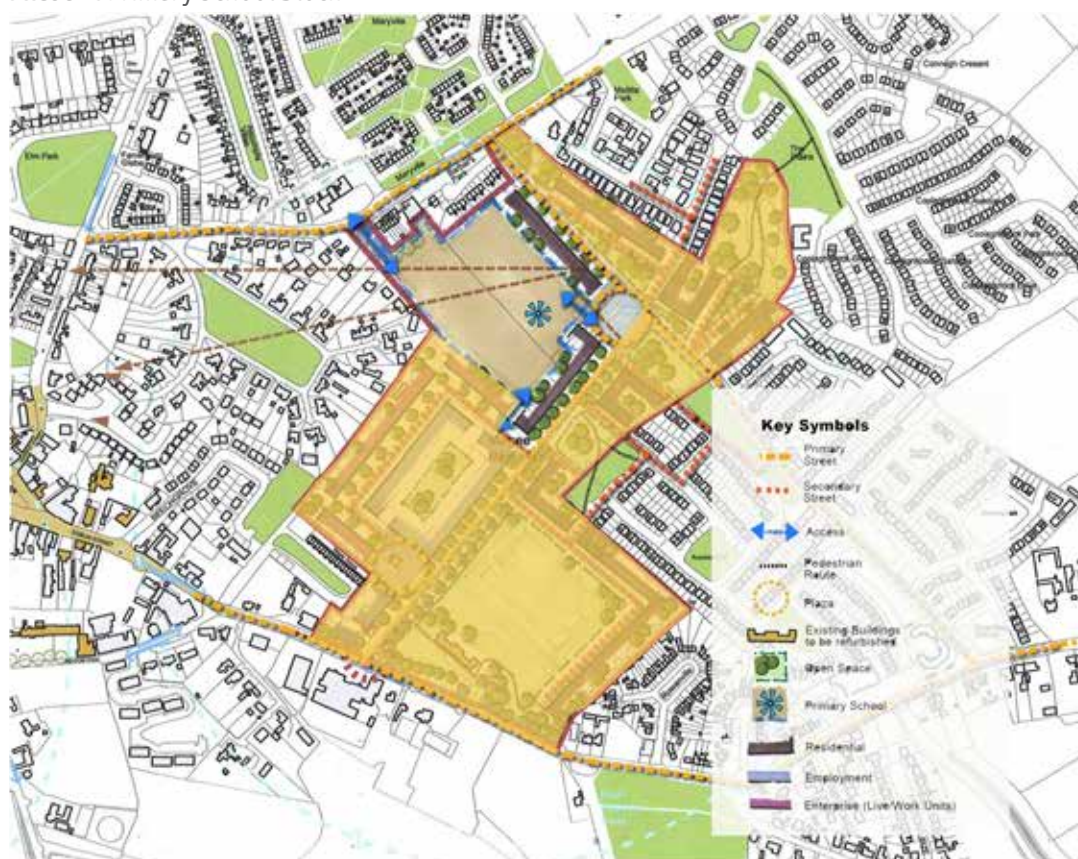
- Primary Street
- Secondary Street
- Access
- Pedestrian Route
- Plaza
- Existing Buildings to be refurbished
- Open Space
- Primary School
- Residential
- Employment
- Enterprise (Live/Work Units)

### 7.6.2.5 Implementation and Phasing

It is envisaged that a vibrant new neighbourhood will be created in a phased manner, with strong linkages to the town centre and the surrounding established housing areas. While phasing may be subject to review, significant large scale development will not be permitted in the absence of the delivery of community facilities including the officers mess and public open space provision (10 acres). This new neighbourhood provides for commercial, educational, cultural, community, residential and amenity uses. It is

proposed that the development of the site take place in four phases that will be dependent on the availability of infrastructure and services. The following section sets out the phased delivery of a new urban quarter for Magee Barracks. The plan is centred on a hierarchy of routes, opens spaces, community facilities and amenities. New residential areas are developed around this network. Priority is given to the creation of a clear urban framework that creates new connections to the surrounding urban fabric. The phased delivery of a mix of development blocks are set out as follows:

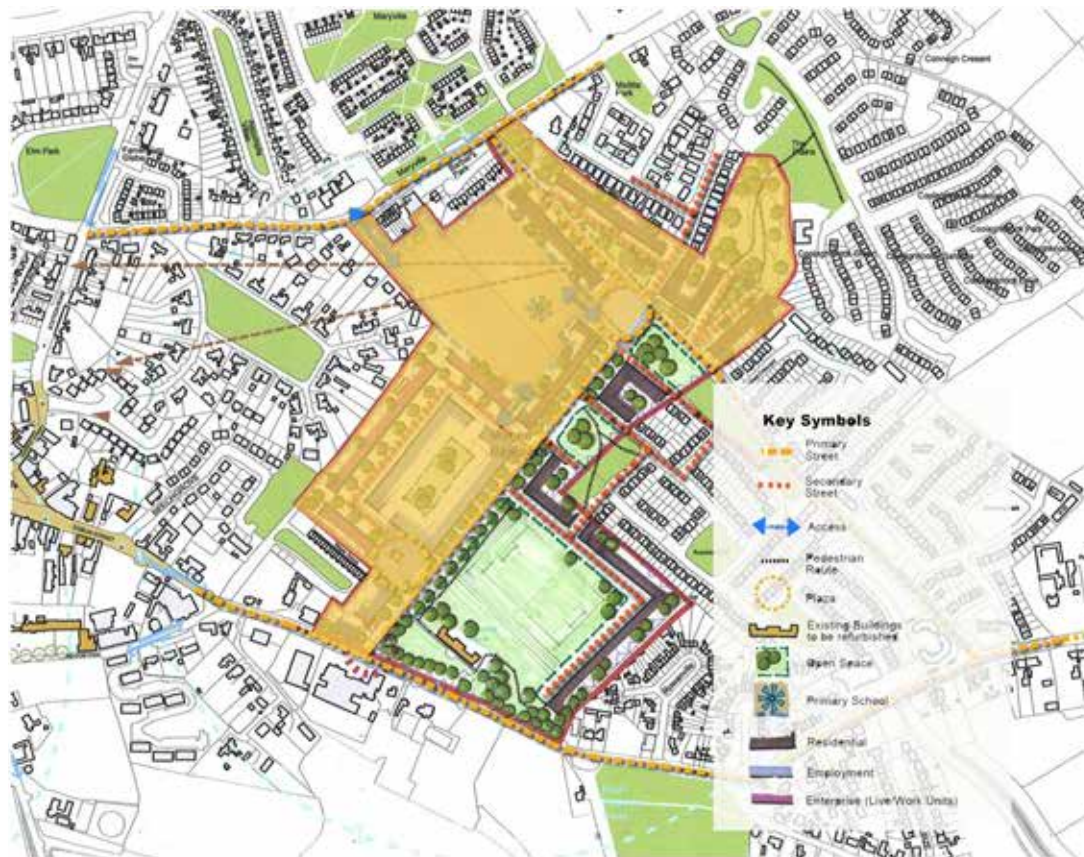
#### Phase 1: Primary School Block



The layout and design of this block will be centred on the provision of a primary school and associated active spaces with the remainder of the site being used for residential development. Treelined boulevards provide access to this portion of Magee Barracks and a central plaza at the heart of the community provides a focal point for informal public

use, gatherings as well as forming the setting for new homes and the school. Fronting the Plaza the school will be an important community asset Residential development shall be permitted on the remainder of the site, the main purpose of which is to wrap the side boundaries of the school grounds and eliminate the need for unsightly security fencing.

**Phase 2: Officers Mess and Parade Ring Block**



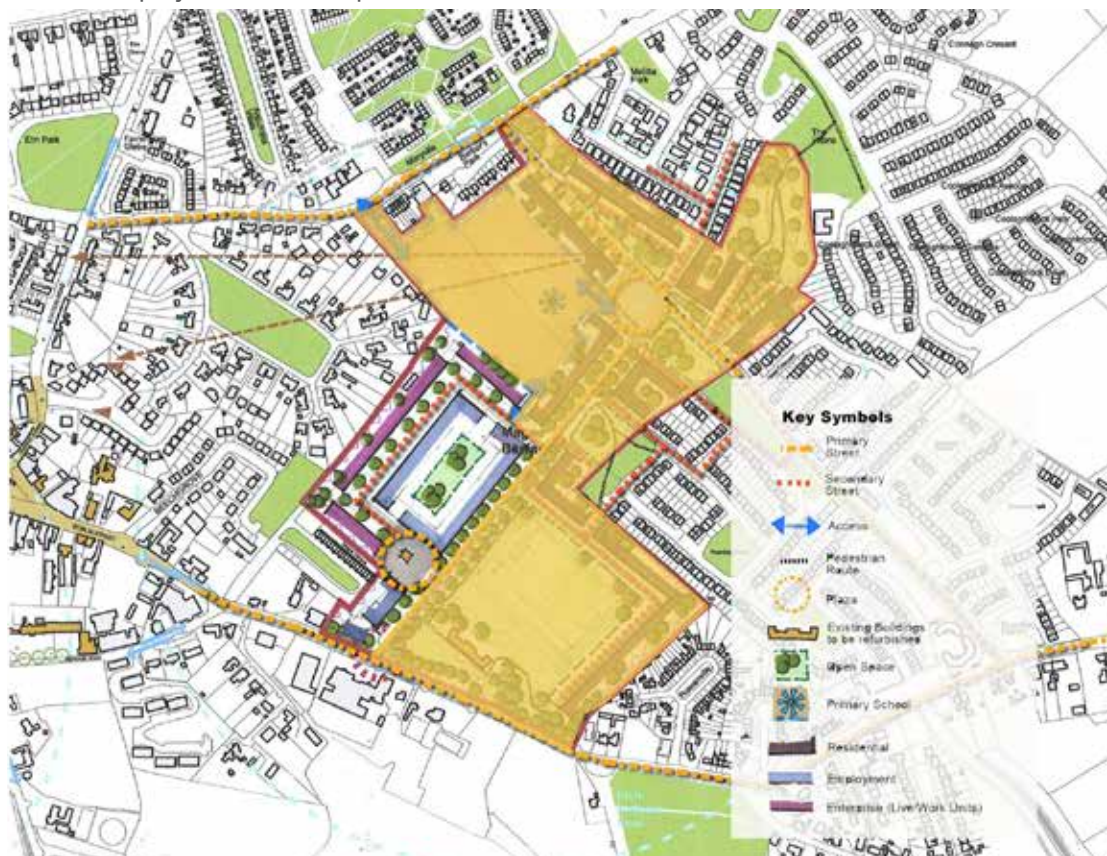
The barracks building will mark a primary access point and will include an attractive, landscaped public plaza. It is envisioned that the Officers Mess will be retained and will be reserved to accommodate community/cultural uses including performance arts centre, gallery, multipurpose theatre/lecture hall or similar such facilities. The use of this building will have a tourism and cultural focus accommodating civic and cultural uses, with a study required to determine the requirements of potential users, its viability and issues surrounding its ongoing management.

This Design Brief retains the objective of the Magee Barracks LAP (2005) regarding the provision of community gain proposals. In this regard, a large

neighbourhood park of c. 10-acres is provided. The park will provide passive and active recreation spaces and will accommodate playing pitches as well as landscape walks and a playground. The change in level between the Ruanbeg estate and Magee Barracks provides an opportunity for terracing around playing pitches which may also be used as an amphitheatre when needed for out door performances.

The remainder of the site will accommodate residential development wrapping the surrounding existing residential areas with housing of a similar scale and type which will front onto open space thus providing passive surveillance of the public realm.

### Phase 3: Employment and Enterprise Block



This phase of development shall comprise employment and enterprise blocks and is located to the west of the boulevard facing the public park. It is envisaged that development blocks will facilitate offices, workshops, studios and limited shopping to support the new community. Active frontages at ground floor level should occur along the boulevard and Hospital Street which should include a good range of uses including neighbourhood shops, restaurant and cafés, a medical clinic or similar (e.g. physiotherapist clinic), own door offices and other local neighbourhood facilities. It is envisaged that live/work units will be permitted along the boundary of the site backing onto Magee Terrace, Champion Crescent and the primary school. The live/work units should accommodate start-up business, workshops as well as home offices and be of a scale similar to the established adjacent residential areas.

The existing water tower should be retained and refurbished and form a focus for the surrounding public space, providing a sense of place and character for the area.

#### Phase 4: Parkland Block



This block comprises residential development wrapping the surrounding existing residential areas with housing of a similar scale and type which will front onto the boulevard and public open space thus providing passive surveillance of the public realm. This phase of development will facilitate the provision of continuing care facilities for the elderly, providing a mix of options including; own homes (specifically designed to meet the needs of elderly people), sheltered housing, day-care facilities, a nursing home and specialised care units. The overall layout and design shall take account of level changes on the site and shall be suitable for their stated purpose, integrating within the wider community while providing a safe environment for residents with good design across all tenures. The overall development should also design for enhanced home security and energy conservation, including improved heating systems and insulation.

Views and vistas to surrounding landmarks such as St. Brigid's Cathedral and round tower should be provided for within the public realm.



The table below estimates the potential numbers of residential units that may be accommodated within the proposed design brief. The actual final numbers of residential units will only be determined following detailed design and planning considerations for the development of each phase.

Phase	Approx. no. of Units
1. Primary School Block	32 <sup>4</sup>
2. Officers Mess and Parade Ring Block	67 <sup>5</sup>
3. Commercial and Enterprise Block	*
4. Parkland Block	62
<b>Total</b>	<b>161 no residential units</b>

\* potential for live/work units

The indicative framework plan is provided for illustration purposes only, demonstrating how the site organisation can be used to create a new street pattern, sympathetic to the pattern of the historic core using a mix of building uses and types to create a vibrant new area.

## 7.7 Movement and Transport

The improvement of transportation infrastructure in Kildare will be a key element in the sustainable development of the town. Rail services have improved with the upgrade of the station facilities in recent years and the increase in frequency in services including commuter trains. The proposed four-tracking of the line to Kildare would also allow for an increased frequency of services to Kildare. Levels of road traffic congestion have significantly declined since the opening of the M7 motorway bypassing the town. Traffic management policies and objectives will be needed to continuously improve movement around the town. The improvement of pedestrian and cycling routes is of significant importance to the enhancement of the town centre and its surrounding areas.

<sup>4</sup> An estimated 3 ha is reserved for a primary school site.

<sup>5</sup> An estimated 1.5 ha is reserved for community and cultural uses.

This plan promotes integrated land use and transportation planning to further support and encourage more sustainable modes of travel. This includes ensuring that the design and layout of new developments provide permeability, linkages and connectivity to their surrounding areas, thereby minimising local trips by private car. Furthermore, it means ensuring new development takes place in the right location in proximity to public transport routes and near local services, reducing travel demand.

### 7.7.1 Public Transport

Kildare Train Station is located approximately 500m to the north of the town centre. A free shuttle bus links the station to the town centre and onto the Kildare Retail Outlet and National Stud. The station is served by two mainline rail passenger services; the Dublin to Limerick/Cork/Waterford mainline and the Dublin to Galway mainline. The station also provides valuable commuter rail services to Dublin (Heuston station) via the 'Arrow' service, with a peak time frequency of two trains per hour. The national 'Transport 21' investment programme includes the Kildare Rail project, which quadruples critical sections of track between Cherry Orchard and Hazelhatch on the Heuston – Kildare line combined with signalling and station developments. Kildare is also well served by public and private bus services, including the Dublin to Cork and Dublin to Limerick/Shannon Airport routes.

It is the policy of the Council:

- PT 1: To ensure where possible, that all public transport is accessible to the disabled.
- PT 2: To support the extension of the Kildare Route Project to Kildare town subject to planning and environmental considerations.
- PT 3: To support the enhancement of facilities at Kildare Train Station.
- PT 4: To improve public transport facilities throughout the town including bus shelters and timetable information.

PT5: To have regard to Chapter 9 of the Draft National Transport Authority Strategy' or as amended during the period of this plan regarding cycling and pedestrian measures in Kildare town.

### 7.7.2 Road Infrastructure

The objectives of the Council are outlined below. It is envisaged that the objectives will be implemented largely within the lifetime of the plan, subject to the availability of finance. Some of the objectives are longer term, being linked to phase 2 developments (outlined in section 7.2.1) beyond this plan period.

#### 7.7.2.1 General Transport:

It is an objective of the Council:

- RI 1: (a) To review and update the Kildare Traffic Management Plan on an ongoing basis to ensure that the specific measures contained within it reflect the ongoing development of the town. Particular consideration is to be given to the lands in the vicinity of the M7 to ensure that these lands can be serviced without undue impact on the operational efficiency and capacity of the M7.
- (b) To extend the traffic management plan to cover the extent of the LAP boundary in conjunction with RI 1(a).
- RI 2: To continue to seek the implementation of the recommendations of the Kildare Traffic Management Plan, as may be amended.
- RI 3: To monitor traffic movements within the town and to provide passive traffic calming measures at appropriate locations as the need arises.
- RI 4: To investigate the role and use of lower speed limits within the town centre area to improve safety for pedestrians and cyclists.
- RI 5: To extend/upgrade public lighting throughout the town as the need arises.
- RI 6: All Local Authority development will be subject to the policies, objectives and development management requirements of this Plan and the Kildare CDP where appropriate.

#### 7.7.2.2 Sustainable Transport Objectives

It is an objective of the Council:

- RIO 1: To provide a high quality footpath network by improving pedestrian facilities through the refurbishment of footpaths, construction of new footpaths and the provision of appropriate crossing facilities as necessary and along the routes identified in Map 8.6
- RIO 2: To provide appropriate public lighting and facilities for people with disabilities throughout the footpath network.
- RIO 3: To provide/upgrade footpaths at the following locations along the routes identified on Map 8.6:
- a) Along Meadow road.
  - b) Along Academy Street and Claremore Street.
  - c) Along Fair Green Cottages and Chapel Lane
  - d) Along Melitta Road
- RIO 4: To provide public lighting at the following locations on the routes identified on Map 8.6:
- e) Between Newtown Cross roads and Tully road.
  - f) Along Firecastle lane
- RIO 5: To provide a pedestrian/vehicular link from Grey Abbey to the Tully road to complete the Historic route as identified on Map 8.6.
- RIO 6: To seek the provision of appropriate cycle facilities in accordance with the NTA National Cycle Manual, having regard to the routes identified in Map 8.6
- RIO 7: To co-operate with public transport service providers to ensure that adequate public transport services are provided for the town.
- RIO 8: To promote and secure the provision of bus stops and shelters at appropriate locations in the town.
- RIO 9: To seek to ensure that all public transport services are accessible to people with disabilities.

RIO 10: To investigate the feasibility and promote the provision of a recreational pedestrian/cycle route through the National Stud including a new pedestrian/cycle bridge over the M7.

RIO 11: To rationalise signage within the town to promote a clearly defined signage network and avoid visual clutter.

RIO 12: To provide a permeable pedestrian network and to require the inclusion of measures to achieve same within the town centre. Development proposals shall be submitted at planning stage.

### 7.7.2.3 Town Centre Transportation Objectives

It is an objective of the council:

RIO 13: To develop the North Link Street (Pigeon Lane, Bóthairín na gCorp, Shraud), identified on Map 8.2, to provide access to the motorway and railway station without the need to travel through the town centre.

RIO 14: To develop the South Link Street (Meadow Road and Grey Abbey Road), identified on Map 8.2, to provide access from the motorway and Hospital Street without the need to travel through the town centre.

RIO 15: To develop the following as Town Centre Streets by implementing appropriate physical measures to moderate vehicular movement function and achieve a high pedestrian movement function:

- Market Square
- Cork Road (east of Pigeon Lane)
- Claregate Street
- Dublin Street
- Station Road (south of Melitta Road)
- Nugent Street
- Bride Street
- Bangup Lane
- Cleamore Road/Academy Street

RIO 16: To develop an ‘Environmental Traffic Cell’ within the area surrounding the Cathedral and Round Tower, as identified on Map 8.2, in order to improve this historic network of lanes and protect it from the future growth in traffic in the surrounding areas. To ensure this area develops high quality pedestrian and cyclist linkages from South Green to the town centre.

### 7.7.2.4 Roads and Streets Objectives

It is an objective of the Council:

RIO 17: To preserve all indicative routes, listed below and identified on Map 8.2, free from development and to seek the construction of identified indicative routes, subject to environmental and conservation considerations as follows:

- (i) To preserve the indicative route identified for the Outer Relief Road, from the Kildare Retail outlet roundabout (a) to the R415 Rathbride Road (i), free from development. To seek to construct a section of this road from the Kildare Retail Outlet roundabout (a) to the R445 Monasterevin Road (b), including the provision of new junctions/crossings at the following locations:

- The Kildare Retail Outlet roundabout (a)
- R445 Monasterevin Road (b)

To preserve the remaining section of this indicative route free from development, including the provision of new junctions/crossings at the following locations:

- A new crossing over the rail line (c)
- L7014 Green Road (d)
- The proposed Inner Relief Road (e)
- L7015 South Green Road (f)
- L7016 Old Road (g)
- R401 Dunmurray Road (h)
- R415 Rathbride Road (i)



- (ii) To preserve the indicative route identified for the Inner Relief Road, from the Outer Relief Road (e) to the R401 Dunmurray Road (l), free from development, including the provision of new junctions/crossings at the following locations:
  - The proposed Outer Relief Road (e)
  - L7015 South Green Road (j)
  - L7016 Old Road (k)
  - R401 Dunmurray Road (l).
- (iii) To preserve the indicative route identified for the partially developed School Link Road between the L7016 Old Road (m) and the partly constructed school link road off the R401 Dunmurray Road (n).
- (iv) To complete the construction of the partially developed link road between the R401 Dunmurray Road (o) and the R415 Rathbride Road (p).
- (v) To seek the construction of the North Internal East West Link (NIEWL), from the L7014 Green Road (q) to the R401 Dunmurray Road (t), including the provision of new junctions/crossings at the following locations:
  - L7014 Green Road (q)
  - L7015 South Green Road (r)
  - L7016 Old Road (s)
  - R401 Dunmurray Road (t).
- (vi) To seek the construction of the South Internal East West Link (SIEWL) from the L7015 South Green Road (u) to the R401 Dunmurray Road (w) including the provision of new junctions/crossings at the following locations:
  - L7015 South Green Road (u)
  - L7016 Old Road (v)
  - R401 Dunmurray Road (w)
- (vii) To seek the construction of the following new streets within the Magee Barracks Regeneration Site (refer to Section 7.6 – Magee Barracks Design Brief):
  - From a new junction at R413 Melitta Road (x) to connect to the already constructed section of distributor road through the Ruanbeg residential development (z).
  - From R445 Hospital Street (aa) to the junction with the proposed new street connecting Ruanbeg and Melitta Road (y)

- (viii) To seek the construction a new street from Hospital Street to Tully Road, including the provision of new junctions/crossings at the following locations:
- Hospital Street (bb)
  - Tully Road (cc)
- (ix) To seek the construction of the following new streets within the Expansion Area (SWEA) (refer to Section 7.6 –SWEA Design Brief):
- From a new junction at Academy Street (dd) indicative location to the Tesco access road off Claregate Street (ee).
  - From the Kildare Retail Outlet access road (ff) to the Tesco access road off Claregate Street (ee).

The design of these streets shall ensure that vehicular movement function is moderated and that a high quality pedestrian movement function is achieved, in the context of the type of development that is proposed within the SWEA.

The configuration and interconnectivity of the internal street layout, within the SWEA shall be designed in accordance with the following principles:

- Pedestrian movement shall be prioritised:
  - Ease of movement within the area shall be facilitated by way of permeable and interconnected networks
  - The design parameters for individual links shall have regard to function and context.
- (x) To preserve the route identified for a new connecting road from the R445 Monasterevin Road (b) to the L7014 Green Road (gg), including the provision of new junctions/crossings.

RIO 18: To realign, widen and/or improve the following routes subject to environmental and conservation considerations, as identified on Map 8.2:

- (i) The L7014 Green Road from the Outer Relief Road to the junction with Bothairin na gCorp, including improvements to the crossing of the rail line.
- (ii) The L7015 South Green Road from the Inner Relief Road to the junction with Bothairin na gCorp, including improvements to this junction and the crossing of the rail line.
- (iii) The L7016 Old Road from the Inner Relief Road to the junction with Bothairin na gCorp, including improvements to this junction and the crossing of the rail line.
- (iv) The R401 Dunmurray Road from the Outer Relief Road to the junction with Bothairin na gCorp, including improvements to this junction and the crossing of the rail line.
- (v) The Northern Link Street as recommended in the Traffic Management Plan along Shraud, Bothairin na gCorp and Pigeon Lane.
- (vi) The Southern Link Street as recommended in the Traffic Management Plan along Meadow Road to Grey Abbey Road.

RIO 19: To seek to examine the likely future need for an Outer Orbital Road to the north of Kildare town and to investigate the feasibility of providing same.

#### 7.7.2.5 Junctions Improvements:

It is an objective of the Council:

RIO 20: To implement safety and/or capacity improvements as necessary at the following junctions, as shown on Map 8.2:

- (i) The junction of the R445 regional road and Pigeon Lane.
- (ii) The Pigeon Lane/Green Road/Bothairin na gCorp junction.
- (iii) The Bothairin na gCorp/South Green Road junction.
- (iv) The Bothairin na gCorp/Shraud junction.
- (v) Market Square and associated junctions.
- (vi) St. Brigid's Square and associated junctions.

### 7.7.2.6 Parking Objectives

It is an objective of the Council:

RIO 21: To examine the feasibility of providing additional off street public car parking within close proximity to the town centre and to seek the provision of same following the identification of suitable sites.

RIO 22: To provide accessible car parking spaces at appropriate locations throughout the town.

RIO 23: To ensure that all new development contains an adequate level of parking provision with regard to the policies outlined in the County Development Plan, and to the standards set out in chapter 19 of the CDP, as may be amended.

RIO 24: To ensure that all public and private car parking facilities are constructed with a permanent durable surface.

RIO 25: To promote and facilitate the provision of secure cycle parking facilities within the town at all public facilities.

RIO 26: To implement a requirement for the provision of adequate cycle parking provision at all new developments in accordance with the standards set out in Chapter 19 of the County Development Plan.

## 7.8 Water, Drainage and Environmental Services

### 7.8.1 Water Supply

The water supply for the town is primarily supplied from the Ballymore Eustace Regional Water supply. Kildare town is also served by local well-fields, which supplement the regional supply ensuring that the water supply for the town is sufficient to meet present and future projected demands in the medium term. Kildare town therefore has adequate water supply to meet projected demands during the plan period. Kildare County Council is currently preparing a regional water mains rehabilitation programme to

identify and address water leakage rates in the county, with the identification of relevant works currently underway. Policies WS4 and WS5 in chapter 7 of the CDP 2011–2017 promote the conservation of water measures in the county.

The European Communities (Drinking Water) (No. 2) Regulations 2007 (S.I. No. 278 of 2007) transpose outstanding aspects of the EU Drinking Water Directive into Irish Legislation. The improvement of appropriate water quality standards for the town is of significant importance to the Council.

It is the policy of the Council:

WS 1: To provide water, sufficient in quantity and quality to serve all lands zoned for development in this plan. Where deficiencies exist the Council will facilitate only as much development as can be provided for, based on available water supply.

WS 2: To ensure that all new development's in Kildare utilise and connect to existing water infrastructure.

### 7.8.2 Water Quality

The Water Framework Directive establishes a framework for the protection of all waters including rivers, lakes, estuaries, coastal waters, groundwater, canals and other artificial bodies for the benefit of everyone. Good ecological and chemical status for all waters must be achieved by 2015 with no deterioration in existing status in the meantime. Later timescales apply to some waterbodies. Kildare town lies within the South Eastern River Basin District Framework a River Basin Management Plan 2009–2015 has been prepared. The Kildare Town LAP area is located within the Barrow Main Water Management Unit. The Tully River waterbody extends from Kildare town and joins the River Barrow north of Athy. The overall status of the Tully River is bad and water quality must be restored to “good status” by 2021. The River Barrow has a biological water quality rating ranging from Q4 to Q3–4 as it traverses County Kildare and this is seen as being of good to moderate

status. Under the Water Framework Directive the river is defined as “at risk” of not achieving good status. Monitoring by the Council and other agencies of all water sources is carried out for the purpose of implementing the Water Framework Directive.

It is the policy of the Council:

- WQ 1: To ensure that the EU Water Framework Directive is implemented.
- WQ 2: To ensure that specific relevant objectives and measures for individual water bodies set out in the South Eastern River Basin Management Plan and associated Programme of Measures will be implemented, where relevant.

### 7.8.3 Wastewater

The original Kildare Town Sewerage Treatment Plant was constructed in the mid 1930s. The current plant provides tertiary treatment and has a capacity of 9,700PE but is overloaded. Under the Water Services Investment Programme 2010–2012, a Design Build Operate Contract to upgrade the Waste Water Treatment Works (WWTP) to a capacity of 28,000PE commenced in November 2010 and was completed in November 2012. The new WWTP will discharge treated effluent to the River Barrow. Kildare County Council applied for an EPA Waste Water Discharge Licence for the Kildare WWTP in September 2008. The waste water treatment plant upgrade will be carried out in accordance with the Waste Water Discharge (Authorisation) Regulations 2007, S.I. No. 684 of 2007.

It is the policy of the Council:

- WW 1: To ensure that the necessary drainage facilities to serve the needs of all development are provided.
- WW 2: To ensure the separation of foul and surface water effluent through the provision of separate sewerage and surface water run-off networks.



WW 3: To ensure the changeover from septic tanks to mains connections in all cases where this is feasible and that all new developments utilise and connect to the existing wastewater infrastructure. The provision of individual septic tanks and treatment plants in the Kildare town area will be strongly discouraged to minimise the risk of groundwater pollution. Where such facilities are permitted, full compliance with the prevailing regulations and standards, including the EPA's a Code of Practice: Wastewater Treatment and Disposal Systems Serving Single Houses (p.e.≤ 10), (EPA, 2009), as may be amended, will be required.

WW 4: To develop a wastewater leak detection programme.

WW 5: To implement and promote the Urban Waste Water Treatment Regulations 2001 and 2004, as may be amended.

WW 6: To promote assessment of the adequacy of the existing wastewater treatment facility(ies) in terms of both capacity and performance as well as potential risk to human health and water quality.

#### 7.8.4 Surface Water Drainage and Flood Alleviation

Disposal of surface water drainage from Kildare town is constrained. In general, the existing surface water drainage system is a combination of soakaways, combined sewers and connections to the carrier pipe serving the M7 Kildare Town By pass. Developers of all large development are advised to consult with the Council, prior to making a planning application. The Council will also implement all relevant Surface Water legislation including 'Environmental Objectives (Surface Waters) Regulations 2009 (S.I. No 272 of 2009). In this regard the following site specific issues shall be considered where relevant:

- (i) Spare capacity has been included in the M7 Motorway surface water drainage system (carrier pipe) to partly cater for future development.
- (ii) Applications for development of lands marked 'A (Enterprise and Employment/Industry and Warehouse)' on Map 8.2 shall be accompanied by a drainage masterplan.
- (iii) Applications for development on lands marked 'B (Magee Barracks)' on Map 8.2, shall be accompanied by an assessment of the residual carrying capacity of the M7 Motorway carrier pipe.



- (iv) Applications for development on lands marked 'C (Town Centre)' on Map 8.2, where there will be a notable change in the permeable surface area of the subject site, shall be accompanied by a description and hydraulic assessment of the drainage network serving that site.
- (v) Applications for development on lands marked 'D (Periphery of Town Centre)' on Map 8.2, where there will be a notable change in the permeable surface area of the subject site, shall be accompanied by a drainage master plan which includes a hydraulic assessment of the M7 Motorway carrier drain and connecting pipework and/or a hydro geological assessment of the infiltration capacity of the receiving soakways.
- (vi) Applications for development on lands marked 'E (Southgreen lands)' on Map 8.2 shall be accompanied by a drainage masterplan.
- (vii) Applications for development, on land within the 91 metre M7 motorway building line set back (as indicated on Map 8.2) shall not negatively impact on the M7 Motorway surface water drainage system. Such applications shall minimise the construction of new impermeable surfaces and discharge to ground shall generally be discouraged.

It is a policy of the Council:

- SW 1: To require developers to adopt site specific solutions to surface water drainage systems in all cases. In this regard the site specific issues set out in section 7.8.4 shall be considered where relevant.
- SW 2: To require developers to demonstrate that their application meets the requirements of the Water Framework Directive and associated South Eastern River Basin Management Plan.
- SW 3: To require proposed developments to comply with the Greater Dublin Regional Code of Practice for drainage works incorporating



SUDS (Sustainable Urban Drainage Systems) in the design of surface water drainage.

- SW 4: To ensure that planning applications have regard to any existing groundwater protection schemes and groundwater source protection zones and/or the likely impacts that the development may have on groundwater.
- SW 5: To ensure the implementation of the Groundwater Directive (2006/118/EC) on the protection of groundwater against pollution and deterioration.
- SW 6: To require on site surface water attenuation measures if, in the opinion of the council, a development is likely to cause flooding or potentially destructive storm surges in existing water courses.
- SW 7: To require proposed surface water drainage plans to have regard to the policy and objectives of the Green Infrastructure section of this plan (Section 7.12.2).
- SW 8: To require surface water runoff to pass through an oil/petrol/silt interceptor prior to discharging to groundwater, existing sewers or surface water.
- SW 9: To maintain, improve and enhance the environmental and ecological quality of surface waters and groundwaters by implementing the Programme of Measures contained in the South Eastern River Basin District (SERBD) River Basin Management Plan 2009–2015.

It is an objective of the Council:

- SWO 1: To undertake a study to determine flow/capacity of the M7 Motorway surface water carrier drain which would also identify the capacity of the connecting pipe network and the receiving waters of Simpson's Stream.
- SWO 2: To establish a maintenance programme for the carrier drain and Simpson's Stream.

### 7.8.5 Flood Risk Management

In accordance with the 'Planning Systems and Flood Risk Management Guidelines for Planning Authorities' (DoEHLG, 2009), the preparation of this plan was the subject of Strategic Flood Risk Assessment (SFRA). The SFRA has recommended that development proposals for a number of areas within the plan boundary be the subject of site-specific flood risk assessment appropriate to the nature and scale of the development being proposed (refer to Map 8.2). Chapter 7 (Water, Drainage and Environmental Services) of the Kildare CDP 2011–2017 sets out the general policies, requirements and objectives which are to be applied for the purpose of ensuring that flood risk management is fully integrated into this plan.

It is the policy of the Council:

- FRM 1: To require a site-specific Flood Risk Assessment be carried out for any proposals for development of lands identified at risk of minor localised flooding as indicated on Map 8.2. The site-specific assessments should be appropriate to the nature and scale of the development being proposed.
- FRM 2: To require on site surface water attenuation measures, if, in the opinion of the local authority, a development is likely to cause flooding or potentially destructive storm surges in existing watercourses. These measures proposed will be in accordance with the requirements of the Sustainable Urban Drainage Systems.
- FRM 3: To create a minimum of 10–15 m buffer zones between all watercourses including the Tully River and any new development. The extent of these buffer zones should be determined in consultation with a qualified ecologist and following a Flood Risk Assessment. Any hard landscaping proposals should be located outside of any buffer zone areas.



FRM 4: To implement the recommendations of the South East Catchment Flood Risk Assessment and Management Study, and the mitigation measures and recommendations arising from the associated SEA and Appropriate Assessment.

#### 7.8.6 Environmental Services

The strategy for environmental services seeks to conform to national and regional policy in relation to pollution control (water, air, noise and light), waste management and to maintain and improve environmental services and environmental amenities in Kildare town. The strategy has regard to the internationally recognised hierarchy of waste management options which is:

- Prevention
- Minimisation
- Reuse/recycling
- Environmentally sustainable disposal of waste

##### 7.8.6.1 Pollution Control – Water, Air, Noise and Light

The Council's role in relation to water and air is to monitor and promote a reduction in water and air pollution, through implementation of relevant legislation and through the provision of advice and guidance on best practice.

Kildare County Council is actively involved in the protection of all waters primarily by enforcement of the Local Government (Water Pollution) Act, 1977 as amended by the Local Government (Water Pollution) (Amendment) Act, 1990. It also has duties under a wide range of existing legislation that contribute to the protection of all waters and the Water Framework Directive encompasses all of this legislation. River Basin Management Plans required under this Directive have been adopted which identify the specific environmental objectives to be achieved by the end of 2015 or later, and the programme of measures that will be taken to achieve them.

Kildare is not on the list of towns in Co Kildare that have a bituminous coal ban (smoky coal ban). However the Air Pollution Act, 1987 (Marketing, Sale and Distribution of Fuels) (Amendment) Regulations 2011 in force from June 2011 have introduced a maximum sulphur content of 0.7% for bituminous coal placed on the market for residential use nationwide. These regulations have been made in order to safeguard ambient air quality in all areas and protect human health from the harmful emissions which result from the burning of high sulphur bituminous coal.

The Kildare Noise Action Plan (2009) was prepared in accordance with the requirements of the Environmental Noise Regulations (SI 140 2006). The objectives of the Noise Action Plan are to avoid, prevent and reduce, where necessary, on a prioritised basis, the harmful effects, of long term exposure to environmental noise.

Light pollution can cause problems in a similar way to noise pollution; however the effects can be reduced. External lighting schemes and illuminated signage on commercial and industrial premises, sports grounds, and other developments, should be designed, installed and operated, so as to prevent nuisance to adjoining occupiers and road users, in the interests of amenity and public safety.

It is the policy of the Council:

- PC 1: To enforce, where applicable, the provisions of all relevant water, noise and air legislation to reduce the occurrences of water, noise and air pollution in the town.
- PC 2: To preserve and maintain air quality in accordance with good practice and relevant legislation. The Council also aims to manage and control traffic flows, to reduce congestion and queuing times at road junctions within the Plan area, thereby improving air quality.

#### 7.8.6.2 Waste Management

Refuse collection in Kildare is currently carried out by a number of private contractors who have been issued waste collection permits under the Waste Management (Collection Permit) Regulations 2007, as amended. Recycling facilities for glass and cans are located at Tesco and the Council carpark beside the Cathedral. Other suitable sites will be identified over time to encourage recycling. The Council will continue to encourage recycling and the minimisation of waste through its environmental education programme and the Green-Schools programme.

It is the policy of the Council to:

- ES 1: To ensure that Kildare has an adequate solid waste collection system.
- ES 2: To adequately maintain recycling facilities and to provide additional facilities if required in easily accessible locations.
- ES 3: To require that new shopping centres provide secure bring centres.

#### 7.8.6.3 Control of Litter

The Council recognises the importance of maintaining the town free from litter and protecting it from indiscriminate dumping. Accordingly, the Council will carry out its functions under the Litter Act (1997) (as may be amended) and in accordance with the Council's waste and litter management plans to control litter. The litter warden service enables this and members of the public are invited to report littering through the free-phone Litter Hotline.

It is the policy of the Council to:

- L 1: To enforce, where applicable, the provisions of the Litter Pollution Act 1997.
- L 2: To continue education and awareness programmes in local schools and to promote grant schemes and initiatives to residents associations and other groups, in particular the Tidy Towns Committee, which aim to reduce litter in the town.
- L 3: To require the provision of litter bins on or directly adjoining the premises of all neighbourhood facilities.

#### 7.8.6.4 Dereliction

The Council is committed to using its powers under the Derelict Sites Act 1990 in Kildare town. The Council will continue to liaise with the owners of derelict properties to have the required works carried out in order that a structure will cease to be considered derelict.

It is the policy of the Council to:

- DT 1: To survey derelict or vacant sites and to encourage and facilitate the re-use and regeneration of derelict land/buildings in Kildare as a priority. The Council will use its powers, where appropriate, to consider such sites for inclusion in the Register of Derelict Sites.



## 7.9 Energy and Communications

The development of a more sustainable energy sector incorporating power generation and energy efficiency in all sectors is vital if a substantial contribution to reducing greenhouse gas emissions is to be made. This may be achieved by focusing on renewable, energy generation and improving energy efficiency. Population growth, modern business practices and technological advancements have increased the demand for mobile services and telecommunications infrastructure. The policies and objectives as outlined in Chapter 8 of the CDP 2011–2017 will apply to developments within this sector.

Central Kildare is recognised<sup>6</sup> as a region of the county that is well served with telecommunications networks. Rollout and improvements of existing networks will further enhance the connectivity and service offerings in the county.

Broadband is readily available in Kildare. A number of telecoms providers have network infrastructure serving the area and provide various types of broadband connectivity from fixed line to wireless and mobile broadband. The service operators use various types of infrastructure including copper, fibre, terrestrial and wireless networks.

Kildare is connected to the natural gas network, supplied via a high pressure spur off the Cork – Dublin high pressure gas transmission pipeline. The high pressure spur line provides a launching pad for a gas distribution system serving the main towns of the county. Central Kildare is served from the transmission pipelines at Naas which is linked to Newbridge, Kildare and Monasterevin.

In terms of electricity infrastructure, one of the twin 400kV lines from Moneypoint, terminates in Dunstown near Naas/Newbridge. There is significant reserve power available in central Kildare. This is particularly advantageous for industries wishing to locate in Kildare.

It is the policy of the Council:

- T 1: To promote the expansion of broadband, along with wi-fi and wireless technology throughout the town including Market Square and Tourist Venues in the town. Ducting should be shared where possible and underground services should be placed where they create minimum disturbance to road users.
- T 2: To ensure that telecommunications infrastructure is adequately screened, integrated and/or landscaped so as to minimise any adverse visual impacts and to preserve significant views from the visual intrusion of large-scale telecommunications infrastructure.
- T 3: To liaise with the ESB to investigate and encourage where possible the ducting and continued underground routing of overhead powerlines in Kildare in tandem with other work programmes, such as road resurfacing and footpath construction works.

<sup>6</sup> Availability of Key Services in County Kildare (2010)

## 7.10 Education, Community and Cultural

### 7.10.1 Education

The town is served by two primary schools, Scoil na Mainstreach and Scoil Bhríde Naofa on Academy Street and a new community school in South Green. Kildare town previously had three individual secondary schools but these have recently closed and relocated to South Green and amalgamated as one secondary school. The new community school has a capacity for 1,000 students and currently has an enrolment of 600. The new school has 25 no. classrooms, a special needs unit, a library, four group rooms and one lecture hall, a general purpose dining area, staff/administration area, PE hall and fitness area, one grass playing pitch and six hard surface playing areas. In February 2012, the Minister for Education and Skills announced that a new primary school under the patronage of Educate Together is to locate in the vacated Kildare Vocational School in September 2012. This is only a temporary measure until such time as the new school is built. The Department is actively seeking a new site for this permanent facility.

It is the policy of the Council:

- ED 1: To continue to liaise with the Department of Education and Skills and Kildare VEC in the provision of school places.
- ED 2: To facilitate the development of sports, recreational and cultural facilities for and within close proximity to schools in the town

It is an objective of the Council:

- EDO 1: To facilitate the development of a primary school(s) in Magee Barracks or at such other locations as maybe deemed appropriate.

### 7.10.2 Community

The town has two Catholic Churches, Our Lady of Mount Carmel at White Abbey and St. Brigid's on Convent road and one Church of Ireland church, St. Brigid's Cathedral. The community facilities in the

town include a library which was opened in 2010 in the town centre off Claregate Street, the Catholic Men and Women's Society (CMWS) hall, the new community hall in South Green, the education centre, the community crèche and the Parish Centre Áras Bhríde. The CMWS is used by a number of social and sporting clubs and groups but is currently operating at capacity. The development of the community hall in South Green will alleviate pressure at the CMWS and facilitate further community and sports groups. A number of new facilities are also in the pipeline for Kildare town including a youth hub at the former St Josephs Academy Secondary School. This will provide services to young people of Kildare town and County Kildare.

The HSE operates a Health Centre on the Tully road which offers a range of health services to the general public. The HSE also owns Valetta House which is operated by KARE for special needs persons. There are also plans approved for the HSE to develop a new primary care facility at Tus Nua on the Dublin Road. It is anticipated that this new facility will have medical surgeries, public health nursing, occupational therapy and a part time physiotherapy service. A new family resource centre, Teach Dara recently opened in the town. This facility functions as a service to families and other community/voluntary sector services.

It is the policy of the Council:

- C 1: To support and facilitate the improvement of health centres, local clinics, nursing homes, Garda service, community facilities and sports facilities in Kildare.
- C 2: To encourage shared use of existing educational and community facilities for community and non-school purposes, where possible, in order to promote sustainable use of such infrastructure.
- C 3: To support the development of the Youth Hub in Kildare Town.
- C 4: To support the Area Implementation Team (AIT) in the promotion of community facilities in Kildare town.



It is an objective of the Council:

- CO 1: To facilitate the use of appropriate sites/buildings within the town for the provision of childcare services in tandem and in the vicinity of all new and existing residential development.
- CO 2: To conduct a survey of childcare facilities throughout the town and to identify appropriate locations for further such facilities having regard to educational and employment locations together with accessibility to transportation

### 7.10.3 Culture

The cultural heritage of Kildare Town is rich and varied, representing major periods from Irish history. This culture should be celebrated and promoted in a coordinated manner which allows Kildare to realize its full potential as a heritage town and major tourism destination. At present the heritage of Kildare Town is interpreted in the Market House where the Kildare Heritage Centre and Bord Fáilte Tourist Office are housed. Whilst this facility is located in the town centre, it is restricted in terms of accommodation. The Market House is well positioned as an orientation point for visitors to Kildare and should retain its tourist information function. The town boasts a number of cultural attractions including Feile Brid, the Drama Festival, the Derby Festival, the Paddy Flanagan Cycling Race and the Gordon Bennett Vintage Cars

Festival. A cultural night is held every September. A literary walk of the town is also held at this time to highlight key historic features around the town.

It is the policy of the Council:

- CU 1: To support and promote the development of cultural facilities in the town.

It is an objective of the Council:

- CUO 1: To support the development of a cultural facility in the town, Magee Barracks is deemed an appropriate location to accommodate a county museum.

- CUO 2: To support the development of performing arts centre/theatres in the town.

### 7.11 Architectural and Archaeological Heritage

Protecting and enhancing Kildare town's significant and unique built heritage is one of the core objectives of this LAP. Reflecting this, the '*Kildare Town Historic Landscape Characterisation*' (HLC) study and report was completed in May 2011. This study which was proposed on behalf of the council establishes a greater understanding of the historic evolution of rural and urban landscapes of Kildare town by assessing the historic significance and sensitivity of the natural and man made features that define the character of the town. The Kildare HLC includes recommendations and guidelines, which seek to protect, preserve and

enhance Kildare town's archaeology, built heritage and townscape. These findings and recommendations have informed the preparation of this plan as appropriate.

#### 7.11.1 Built Heritage and Townscape Qualities

Kildare town is rich in architectural and archaeological heritage. The town is an important historic site because of its early monastic settlement and its Anglo-Norman infrastructure. It is an excellent example of the progression of a settlement from perhaps a prehistoric habitation, into the 5<sup>th</sup> century up to the 13<sup>th</sup> century and beyond. Traces of a concentric plan are legible, which may pre-date the Anglo-Norman invasion. Within this area, the street plan is linear. The main axis of the medieval street plan is the present-day east west route formed by Claregate Street and Dublin Street. The relationship of the Market Space to the ecclesiastical centre is clearly legible. Historic laneways are retained, as are the alignments of the historic Burgage Plots to the south of Dublin Street and Market Square. The town retains an eclectic and varied building stock ranging from formal Gentleman Lodges, Georgian townhouses, modest artisan dwellings, to formal civic and educational buildings, and ecclesiastical structures. There is a significant stock of abandoned public buildings in various stages of disrepair including three schools, a former post office, former courthouse and the former military barracks. The character of the town is also defined by its topographical setting sitting on a ridge, the Cathedral located on the western ridge, and the Castle on the eastern side. The topography and street alignment contribute to the existence of important and significant views and vistas into and out of the town, which contribute to the character of the overall town.

#### 7.11.2 Architectural Heritage and Proposed Architectural Conservation Area (ACA)

The National Inventory of Architectural Heritage (NIAH) lists a total of 101 buildings/groups of buildings within and adjoining the Kildare LAP boundary. The current Record of Protected Structures (RPS) set out in the Kildare CDP includes 38

protected structures within Kildare town. Where it is considered appropriate, additions to the current RPS will be made in accordance with the provisions of Section 55 of the Planning and Development Acts 2000–2011 (as amended). In the interim, Table 12 lists and Map 8.3 & 8.3(a) illustrates the location all buildings and structures listed on the current RPS.

Kildare County Council in association with the Heritage Council is currently preparing a draft Architectural Conservation Area (ACA) for Kildare town which will be proposed to be added to the Kildare CDP 2011–2017 (see Map 8.3 & 8.3 (a)). The main objective of the ACA will be to preserve the character of the historic town centre. The ACA will include a written statement that will underpin the objective of the County Development Plan and the recommendations of the Kildare Town Historic Landscape Characterisation Plan to designate Kildare Town as an ACA. Public consultation will form an integral part of the process.

It is the policy of the Council:

- BH 1: To use the '*Kildare Town Historic Landscape Characterisation*' (2011) as a tool to aid the protection and enhancement of Kildare towns built heritage.
- BH 2: To protect and preserve buildings and the spaces between buildings that create a distinctive character in the proposed ACA. Improvements to historic buildings and the public realm will consolidate and protect this asset.
- BH 3: To protect and preserve those built heritage items listed in Table 12 and shown on Maps 8.3 and 8.3(a) of this Local Area Plan.
- BH 4: To protect and preserve the views to and from those items listed in Table 12 and shown on Maps 8.3 and 8.3(a) of this Local Area Plan.
- BH 5: To require an appropriate 'Visual Impact Assessment' for proposed development that may have the potential to impact adversely on significant built heritage and landscape features within and adjoining the plan area.



BH 6: To resist where appropriate the demolition of vernacular architecture of historical, cultural and aesthetic merit, which make a positive contribution to the character, appearance and quality of the local streetscape and the sustainable development of Kildare town.

### 7.11.3 Archaeological Heritage

The Record of Monuments and Places (RMP) established under Section 12 of the National Monuments (Amendment) Act 1994 is an inventory of archaeological sites and monuments. The Sites and Monuments Record (SMR) lists all certain or possible archaeological sites and monuments mainly dating to before 1700AD. These lists were in many cases based initially on cartographic, documentary and aerial photographic sources. The Sites and Monuments Record is updated on a constant basis and focuses on monuments that predate 1700AD. Table 13 (below) and Map 8.3 depict all SMR sites within or in close proximity to the development boundary of Kildare.

There are 12 archaeological features of significance identified on the Record of Monuments and Places, which are within the town development boundary. Kildare town also includes a Zone of Archaeological

Potential (KD022-02901). This zone of archaeological potential is an area where significant archaeology has been found and there is a high likelihood of further findings. The plan boundary on the eastern side also adjoins the archaeological complex of the Curragh (KD022-071--)

It is the policy of the Council:

- AH 1: To require an appropriate archaeological assessment to be carried out by licensed archaeologists in respect of any proposed development likely to have an impact on the Zone of Archaeological Potential (KD022-02901), a Recorded Monument or its setting.
- AH 2: To seek the protection of burial grounds within Kildare in co-operation with agencies such as the Office of Public Works and the National Monuments Section of the Department of Arts, Heritage and the Gaeltacht, as appropriate.
- AH 3: To ensure that due regard is taken for all developments requiring subsurface excavation in close proximity to the walls of St. Brigid's Cathedral (KD022-029005-)



Table 12: Extract of Record of Protected Structures

RPS Ref	NIAH Ref	Description	Address
B22-18	11817102	Leinster Lodge, Chaplin's Lane	House
B22-19	11817100	Virginia Lodge, Market Square	House
B22-21	11817089	No.19 Fairview Cottages	House
B22-23	11817085	Bungalow One, Dunmurray Rd.	House
B22-24	11817072	The Cottage, Tully Rd.	House
B22-26	11817053	Aisling House, Dublin Rd.	House
B22-27	11817033	Abbey View House	House
B22-28	11817029	White Abbey Rd	House
B22-29	11817009	Firecastle Lane	House
B22-30	11817006	Vergers House, Market Square	House
B22-31	11817082	Kilcumney House	House
B22-32	11817074	Valetta House, Tully Rd.	House
B22-33	11817070	Ulster Lodge	House
B22-34	11817069	The Nook	House
B22-35	11817068	Mons Lodge, Leinster Walk	House
B22-36	11817067	Munster Lodge, Leinster Walk	House
B22-37	11817062	Saint Jude's House, Hospital Street	House
B22-38	11817059	Beech Grove House, Dublin Street	House
B22-38A	11817056	Beech Grove House, Dublin Street, Kildare, Co. Kildare	Gates/railings/walls
B22-39	11817052	Lislee House, Dublin Street	House
B22-41	11817028	M.J. McEnerney, White Abbey Rd.	House with Public House
B22-42	11817003	Kildare Market House (former), Market Square, Kildare, Co. Kildare	Market House (former)
B22-43	11817004	Market Square, Kildare, Co. Kildare	Lamp Standard
B22-44	11817005	Nolan's/Seeta, Market Square, Kildare, Co. Kildare	Public House
B22-45	11817007	St. Brigid's Cathedral, Market Square, Church Lane, Kildare, Co. Kildare	Cathedral
B22-47	11817016	The Vatican, Market Square, Kildare, Co. Kildare	Public House
B22-48	11817017	Southwells, Market Square, Kildare, Co. Kildare	Shop
B22-49	11817034	St. Brigid's Catholic Church, St. Brigid's Square, Convent Road, Kildare	Church
B22-50	11817035	Presentation Convent, Convent Road, Kildare, Co. Kildare	Convent
B22-51	11817036	Kildare Convent National School, Convent Road, Kildare, Co. Kildare	School
B22-52	11817038	Kilgowan Lodge, Convent Road, Kildare, Co. Kildare	House
B22-53	11817054	Kildare Post Office, Dublin Street, Kildare, Co. Kildare	Post Office
B22-54	11817055	Kildare Courthouse, Dublin Street, Kildare, Co. Kildare	Courthouse (former)
B22-56	11817079	Kildare Carmelite Catholic Church, Rathangan Road, Kildare, Co. Kildare	Church
B22-57	11817083	Kildare, Co. Kildare	Bridge
B22-58	11817093	Kildare Railway Station, Station Road, Kildare, Co. Kildare	Foot Bridge
B22-59	11817094	Kildare Railway Station, Station Road, Kildare, Co. Kildare	Railway Station
B22-60	11817108	Presentation Convent, Convent Lane, Kildare, Co. Kildare	Convent

**Table 13: Structures on the Record of Monuments and Places**

<b>Map 8.3 Ref no.</b>	<b>RMP No.</b>	<b>Class</b>	<b>Townland</b>
RMP1	KD022-001001-	Hillfort possible	Dunmurry West
RMP1	KD022-001002-	Enclosure	Dunmurry West
RMP3	KD022-003001-	Graveyard	Dunmurry East
RMP4	KD022-004----	Ring fort – Rath	Dunmurry East
RMP12	KD022-012----	Mound	Kildare
RMP26	KD022-026----	Burial	Knockshough Glebe
RMP27	KD022-027----	Burial	Knockshough Glebe
RMP25	KD022-027----	Burial	Knockshough Glebe
RMP29	KD022-029001-	Historic town	Greyabbey,Kildare,Tully East,Tully West
RMP29	KD022-029002-	Ecclesiastical site	Kildare
RMP29	KD022-029003-	Graveyard	Kildare
RMP29	KD022-029004-	Castle – Anglo-Norman masonry castle	Kildare
RMP29	KD022-029005-	Cathedral	Kildare
RMP29	KD022-029006-	Religious house – Franciscan friars	Kildare
RMP29	KD022-029007-	Religious house – Carmelite friars	Kildare
RMP29	KD022-029008-	Church	Kildare
RMP29	KD022-029009-	Town defences	Kildare
RMP29	KD022-029010-	Castle – tower house	Kildare
RMP29	KD022-029011-	Ecclesiastical residence	Kildare
RMP29	KD022-029012-	Castle – tower house	Kildare
RMP29	KD022-029013-	Castle – tower house	Kildare
RMP29	KD022-029014-	Castle – tower house	Kildare
RMP29	KD022-029015-	Town hall	Kildare
RMP29	KD022-029019-	Castle – tower house	Kildare
RMP29	KD022-029020-	Round tower	Kildare
RMP29	KD022-029021-	Cross – High cross	Kildare
RMP29	KD022-029022-	Cross	Kildare
RMP29	KD022-029023-	Graveslab	Kildare
RMP29	KD022-029024-	Gatehouse	Kildare
RMP29	KD022-029025-	Castle – motte	Kildare
RMP29	KD022-029026-	Building	Kildare
RMP29	KD022-029027-	Cross-slab	Kildare
RMP29	KD022-029028-	Cross-slab	Kildare
RMP29	KD022-029029-	Cross-slab	Kildare
RMP29	KD022-029030-	Effigy	Kildare
RMP29	KD022-029031-	Cross-slab	Kildare
RMP29	KD022-029032-	Effigy	Kildare
RMP29	KD022-029033-	Cross-slab	Kildare
RMP29	KD022-029034-	Tomb – effigial	Kildare
RMP29	KD022-029035-	Effigy	Kildare

Table 13: Structures on the Record of Monuments and Places *continued*

Map 8.3 Ref no.	RMP No.	Class	Townland
RMP29	KD022-029036-	Tomb – unclassified	Kildare
RMP29	KD022-029037-	Tomb – unclassified	Kildare
RMP29	KD022-029038-	Tomb – unclassified	Kildare
RMP29	KD022-029039-	Tomb – unclassified	Kildare
RMP29	KD022-029040-	Tomb – unclassified	Kildare
RMP29	KD022-029041-	Graveslab	Kildare
RMP29	KD022-029042-	Cross-slab	Kildare
RMP29	KD022-029043-	Cross-slab	Kildare
RMP29	KD022-029044-	Inscribed stone	Kildare
RMP29	KD022-029045-	Inscribed stone	Kildare
RMP29	KD022-029046-	Inscribed stone	Kildare
RMP29	KD022-029047-	Inscribed slab	Kildare
RMP29	KD022-029048-	Graveslab	Kildare
RMP29	KD022-029049-	Graveslab	Kildare
RMP29	KD022-029050-	Graveslab	Kildare
RMP29	KD022-029051-	Graveslab	Kildare
RMP29	KD022-029052-	Memorial stone	Kildare
RMP29	KD022-029053-	Memorial stone	Kildare
RMP29	KD022-029054-	Memorial stone	Kildare
RMP29	KD022-029055-	Memorial stone	Kildare
RMP29	KD022-029056-	Cross	Kildare
RMP29	KD022-029057-	Cross-inscribed stone	Kildare
RMP29	KD022-029058-	Ecclesiastical enclosure	Kildare
RMP29	KD022-029059-	Building	Kildare
RMP29	KD022-029060-	Architectural fragment	Kildare
RMP29	KD022-029061-	Graveyard	Kildare
RMP29	KD022-029062-	Tomb – unclassified	Kildare
RMP29	KD022-029063-	Tomb – unclassified	Kildare
RMP29	KD022-029064-	Inscribed stone	Kildare
RMP29	KD022-029065-	Tomb – unclassified	Kildare
RMP29	KD022-029066-	Inscribed stone	Kildare
RMP29	KD022-029067-	Graveyard	Kildare
RMP29	KD022-029068-	Religious house – Augustinian, of Arrouaise nuns	Kildare
RMP29	KD022-029069-	Architectural feature	Kildare
RMP29	KD022-029070-	Effigy	Kildare
RMP29	KD022-029071-	Architectural feature	Kildare
RMP29	KD022-029072-	Armorial plaque	Kildare
RMP29	KD022-029073-	Effigy (present location)	Kildare
RMP29	KD022-029074-	Burial	Kildare
RMP30	KD022-030----	Ritual site – holy well	Kildare
RMP32	KD022-032001-	Enclosure	Greyabbey
RMP33	KD022-033----	Ritual Site – Holy Well	Tully East

**Table 13:** Structures on the Record of Monuments and Places *continued*

<b>Map 8.3 Ref no.</b>	<b>RMP No.</b>	<b>Class</b>	<b>Townland</b>
RMP34	KD022-034001-	Graveyard	Tully East
RMP35	KD022-035	Ritual Site – Holy Well possible	Tully East
RMP37	KD022-037----	Burial	Collaghknock Glebe
RMP40	KD022-040----	Barrow – Ring-Barrow possible	Curragh
RMP49	KD022-049----	Barrow – Ring-Barrow possible	Curragh
RMP51	KD022-051----	Linear Earthwork	Curragh (Ballysax East ED)
RMP52	KD022-052----	Barrow – Unclassified possible	Curragh (Ballysax East ED)
RMP63	KD022-063----	Mound	Dunmurry East
RMP65	KD022-065001-	Barrow – Ring-Barrow	Curragh
RMP65	KD022-065002-	Barrow – Ring-Barrow	Curragh
RMP 71	KD022-071--	Archaeological Complex	Curragh
RMP108	KD022-108	Excavation – miscellaneous	Loughlion
RMP109	KD022-113	Burnt pit	Loughlion
RMP113	KD022-110	Burnt mound	Greyabbey



## 7.12 Natural Heritage and Biodiversity

Natural heritage encompasses the variety of life we see around us every day and this includes the landscape and geological foundation, the variety of life is often referred to as biodiversity. Biodiversity describes the natural world including people, animals, plants, microbes as well as the places they live which are called habitats. It includes everything from trees to seeds, from mammals to birds, from our back gardens and public open spaces to our countryside, rivers, bogs and hedgerows.

### 7.12.1 Designated Natural Heritage Sites

There are no designated natural heritage sites within the town boundary. Pollardstown Fen and Mouds Bog, both designated Special Areas of Conservation (SACs), are located c. 5km and c. 8km, respectively, to the north east of Kildare town. The areas should be protected in line with policies and objectives set out in Chapter 13 of the County Development Plan. A separate Appropriate Assessment screening has been carried out in

accordance with the requirements of Article 6(3) of the EU Habitats Directive (Directive 92/43/EEC). The Curragh Plains, which is designated as a proposed Natural Heritage Area (pNHA), adjoins the town to the east. The National Parks and Wildlife Service recognises the Curragh as possessing ‘*a unique and somewhat intangible landscape quality, albeit somewhat compromised by various developments such as the military camp, racecourse complex, railway, motorway and power lines. Despite these, the site is of considerable natural heritage significance, for the diversity of habitats, plants, fungi and animals that it supports*’. The Kildare CDP also designates the Curragh as an Area of High Amenity (refer to section 14.5.1 of the CDP) with specific policies to protect the character of this area.

It is the policy of the Council:

NH 1: To protect the Curragh pNHA, including any additions or amendments to this site, from any development that would adversely affect its conservation and amenity value.

- NH 2: To ensure that any development proposal within the vicinity of or having an effect on the Curragh pNHA, will provide sufficient detail illustrating how it will limit any possible impact upon the designated site and will include proposals for appropriate amelioration.
- NH 3: To require all proposed development within and adjoining the Kildare LAP boundary within a 15km radius of a Natura site to be screened for Appropriate Assessment of its potential impacts on the Natura 2000 network, in accordance with Article 6 of the Habitats Directive. In all such cases the developer shall consult with the National Parks and Wildlife Service of the DoAHG.
- NH 4: To ensure the favourable conservation status of Natura 2000 sites in the vicinity of Kildare is protected.
- NH 5: To promote the maintenance and, as appropriate, the achievement of favourable conservation status of Natura 2000 sites and their associated habitats and species, in association with the National Parks and Wildlife Service.
- NH 6: To promote the protection of Annex I and Annex II – Natural Habitats, Animal and Plant Species respectively of Community Interest whose conservation requires the designation of Special Areas of Conservation and Annex IV – Animal and Plant Species of Community Interest in need of Strict Protection of “Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora” which occur within Kildare and adjoining areas.
- NH 7: To ensure the protection of the groundwater resources in and around the Kildare area and associated habitats and species.
- NH 8: To promote opportunities for enhancement of local biodiversity features, where appropriate.
- NH 9: To implement measures to control and manage alien/invasive species (e.g. Japanese Knotweed, Giant Hogweed, etc.) and noxious weeds (e.g. Ragwort, thistle, dock, etc.) within the Kildare area.
- NH 10: To seek the protection of the following trees and groups of trees of special amenity value at the following locations:
- Trees in Market Square.
  - Trees in the grounds of new Garda Station, Dublin St.
  - At Beech Grove House, Dublin street.
  - Around the Carmelite Church.
  - Along Leinster Walk
  - Around Bishopsland House, Dunmurray road.
  - Around St. Brigid’s Cathedral
  - Around St. Jude’s, Curragh road.
  - North side of Curragh rd., between ‘Simla’ and ‘Ruanbeg’ houses
  - Around Curragh House, Curragh Farm
  - Elm Park, Station road.
  - Lourdesville, Station road.
  - Around Fraochbawn House, Monasterevin road.
  - Around Presentation Convent
  - At National Stud, Hospital street. (Cherry Avenue)
  - On south west side of Bride street.
  - To front of Abbey Villa, Monasterevin road.
  - On Southgreen road.
  - On the Milltown road.
  - In the grounds of the Parochial House
  - In the area between the Parochial House and the former VEC school.
- NH 11: To discourage development that requires the felling of mature trees of amenity value, conservation value or special interest, notwithstanding the fact that they may not be listed in this plan.



NH 12: To maintain a suitable buffer zone between all water bodies and any development. The extent of the riparian buffer zone should be determined in consultation with a qualified ecologist. In all instances however a minimum buffer of 15 metres of vegetation shall be retained along the riverbank to mitigate against pollution risks, reduce flooding potential and maintain habitats. In the event of lighting being proposed along river corridors an Ecological Impact Assessment (and where necessary an Appropriate Assessment) including bat and otter survey shall be conducted by specialists. The recommendations of the specialist studies shall be implemented. No lighting will be installed without prior consultation with NPWS and shall be in line with advances in knowledge into the impact of lighting on bats and other species and also to reflect advances in technology in the lighting industry.

#### 7.12.2 Habitat Mapping and Green Infrastructure

Green Infrastructure is a strategically planned and managed network featuring areas with high quality biodiversity (uplands, wetlands, peatlands, rivers and coast), farmed and wooded lands, and other green spaces that conserve ecosystem values which provide essential services to society. This green network provides homes for wildlife, trees and wildflowers, but it

also provides a wide range of benefits for the humans that live and work in and near it, including opportunities for recreation and relaxation, protection of soil and water quality, flood regulation, carbon sequestration, and sustainable production of food and fuel.

Green Infrastructure networks are made up of core areas of high biodiversity value connected by corridors or stepping stones. Corridors are more or less linear avenues of habitats that link larger areas of habitats and allow animals, birds and plants to move among them. Examples of corridors could be hedgerows linking areas of woodland or rivers and riverside habitats connecting larger areas of wetlands or natural grasslands. Stepping stones are more isolated habitat patches located in built-up areas or intensive farmland that allow animals and plants to jump between core habitat areas. Stepping stones include small wetlands or ponds in farmland, grasslands that have developed on abandoned quarries, or even urban parks. The importance of corridors and stepping stones is that they reduce ecological fragmentation in the landscape, increasing connectivity among habitats and giving plants and animals greater access to living space and other resources.

Under the Article 10 of the Habitats Directive planning and development policies must endeavour to conserve and manage sustainably corridors and stepping stone habitat features. In recognition of this the Kildare County Development Plan (2011–2017) proposes actions to address biodiversity in County Kildare and to prepare a plan for its management at a local level.



Accordingly, in the autumn of 2011, Kildare County Council, commissioned consultants to identify Green Infrastructure within Kildare town. Identification of these Green Infrastructure areas is based on a previous habitat mapping project completed by Tubridy and Associates (2007) with the study area being expanded beyond the Local Area Plan boundary.

The following describes the different Green Infrastructure areas identified in Kildare town and shown on Map 8.4:

(i) **The Curragh**

Habitats within the Curragh are dominated by acidic grassland and gorse dominated scrub both of which are mostly absent in other parts of the Kildare study area. These grasslands are generally semi-natural in origin, support high plant species diversity and have no recent history of reseeding or fertilisation.

(ii) **National Stud, Japanese Gardens, Tully Stream and Adjoining Woodlands**

A number of spring fed wetlands in the vicinity of the National Stud and Japanese Gardens form a network of freshwater habitats of local interest. The core areas are springs, streams (including the Tully Stream which flows through this area), other artificial ponds and lakes and drainage ditches. Other associated

habitats include a relatively diverse wet grassland habitat and a small pocket of wet woodland. The Tully Stream continues to flow to the south of the Japanese Gardens where it is fringed by riparian woodland and tree lines.

(iii) **Semi-natural woodland at Sillothill**

The woodland at Sillothill is an important reservoir of plants, birds and invertebrates of regional importance. It has developed around abandoned quarries and has an exceptionally rich woodland flora. The woodland is formed on hazel and hawthorn dominated scrub with mature ash and yew growing in and around three disused quarries. The woodland is reasonably undisturbed and supports badger sets and foxes. It is known locally as 'fox hollow'. In spite of the woodlands small size, it is connected to other areas of semi-natural habitats.

(iv) **Conifer Woodland and Wet Grassland at Brallistown**

The pockets of conifer woodland and adjoining wet grassland and scrub at Brallistown support poor draining land that borders the Tully Stream, as it continues to flow to the south. The lack of woodland habitat and semi-natural grassland habitats outside of the Curragh makes this area notable. The conifer woodland provides cover and shelter in addition to nesting/roosting habitat for bird and bat species in a local landscape that is more or less denuded of woodland cover.

(v) **Recreation and Amenity Spaces**

Recreation and Amenity Spaces found in Kildare are of limited ecological value. Their main function within Kildare's green infrastructure network is to act as connection spaces linking ecological areas of habitats and allowing animals, birds and plants to move among them. This category includes the larger public and private open spaces mostly found in housing estates and institutional grounds.



They are dominated by a small number of grasses, mainly perennial ryegrass, and red fescue and support only a limited range of broadleaved weed species, such as dandelions, white clover and daisies. Amenity grasslands are maintained by regular mowing with frequent use of fertilisers and herbicides.

(vi) **Key Hedgerows**

The study area encompassing Kildare town supports approximately 110 km of key hedgerows. Key hedgerows are hedgerows that act as stepping stones connecting different local habitats. The hedgerow habitat within the study area typifies those situated on well drained earth banks, supporting ancient hawthorn and blackthorn shrubs with mature ash, elder and bramble. These hedgerows provide valuable habitats in of themselves but more importantly provide corridors for wildlife into and out of ecologically important sites such as the Curragh and the woodland at Silliothill. Hedgerows located to the west of the Tully River and its fringing woodland and scrubs at Silliothill and Brallistown forms connectivity with the wider landscape that are otherwise isolated in a landscape dominated by improved agricultural pastureland. The hedgerow network located toward the northern boundary of the site provides an extensive and almost continual linear connectivity between the semi-natural habitats of the Curragh and the wider landscape to the north and west.

(vii) **Mesotrophic Ponds**

Mesotrophic ponds are small isolated ponds situated within agricultural grassland fields to the northeast of the study area. A mesotrophic pond is a pond with a moderate amount of plant growth and moderate phosphorous levels. Some of these ponds have been fenced off in compliance with the Rural Environmental Protection Scheme (REPS). One of these ponds is completely vegetated and supports no visible

open water. These pond habitats, within a landscape characterised by intensively managed grassland provide habitats of considerable local value for wetland species. They provide refuge for a number of wetland plants, birds and invertebrates that otherwise have little or no suitable habitat available in the locality.

(viii) **Railway line Corridor**

The railway line which bisects the northern half of the town is a biodiversity feature of regional interest as it mostly fringed by a range of semi-natural habitats. The main habitat bordering the railway line included hedgerows, however smaller pockets of other semi-natural habitats were also found on its embankments. Also associated with this network is a field near the railway station which contains mature trees and it is now being invaded by scrub. Dry stone walls bounding the roads adjacent to the railway station also provide a locally important habitat for drought tolerant plants and are good for insects. This railway line and its adjoining habitats provide an important corridor for the movement of species into and out of the town and between adjacent semi-natural habitats.

(ix) **M7 Road Corridor**

Given the dominance of agricultural grassland and associated hedges the landscaping along the M7 may provide a lower order permeability ecological corridor for movement of animals, whilst also providing a visual woodland screen to the motorway. As the screen planting bordering the M7 corridor continues to mature it is likely that they will provide more viable ecosystem and connectivity functions. This is especially the case in those areas that adjoin hedgerows and tree lines associated with adjoining agricultural land.



### 17.12.3 Green Infrastructure Policies

It is the policy of the Council to:

- GI 1: To require all proposals for major developments to submit, as part of the landscaping plan for the proposal, details of how any green infrastructure proposed as part of the development (e.g. green open spaces, hedgerows, tree lines, etc.) contribute positively to the development and protection of the overall green infrastructure assets of Kildare Town as identified in Map 8.4 and how it would protect and enhance linkages to the wider natural landscape features.
- GI 2: To develop links between larger areas of green infrastructure identified on Map 8.4 such as watercourses, the banks and buffer zones of the railway/motorway, the National Stud, the semi-natural woodland at Sillohill and the Conifer Woodland and Wet Grassland at Brallistown, the Curragh and the surrounding countryside.
- GI 3: To ensure biodiversity conservation and/or enhancement measures, as appropriate, are included in all proposals for new development.
- GI 4: To manage against the spread of invasive species.
- GI 5: To ensure all planting within developments is of native species of local provenance.
- GI 6: To ensure old stone walls are protected where appropriate and the contribution they make to green infrastructure is protected.
- GI 7: To support the development and correct management of semi natural grasslands within new developments and existing amenity grassland areas.
- GI 8: To ensure replacement planting of semi-mature trees where mature trees are removed within developments. Semi mature trees are defined by the BSI as ‘Trees with an overall height in excess of 4 metres and or a stem girth measurement circumference of 20 centimetres or larger.

- GI 9: To ensure key hedgerows, identified on Map 8.4, and the linkages they provide to larger areas of green infrastructure and the wider countryside, are retained where appropriate and integrated into the design of new developments.
- GI 10: To avoid development within the root protection area of the trees/hedgerows to be retained in a development.
- GI 11: To support the development of small wooded areas within new developments.
- GI 12: To seek the creation of new wetlands and/or enhancement of existing through the provision for Sustainable Urban Drainage Systems (SuDS) and Integrated Constructed Wetlands (ICW) where appropriate.

It is an objective of the Council:

- GIO 1: To survey and identify local hedgerows of importance from historical and ecological perspectives and to seek to protect these hedgerows.
- GIO 2: To require all new developments to contribute to the protection and enhancement of existing green infrastructure assets, as identified on Map 8.4, through the provision of new green infrastructure as an integral part of any planning application.

### 7.13 Recreation, Amenity and Open Spaces

Amenity areas and open space add to the quality of life for residents of an area and visitors to the area in providing opportunities for recreational activities and interaction. Amenity, open spaces and leisure facilities can also help to create a high quality environment for attracting new residents, visitors and investment into an area. Open spaces can accommodate both active and passive recreational activities. Passive recreation includes leisurely activities like walking and cycling, while active spaces includes sports and educational facilities. The provision of allotments and community gardens can also have a number of benefits including promoting healthy lifestyles, providing an inexpensive and local source of food and promoting biodiversity.

The town lacks a dedicated town park and the regeneration of Magee Barracks and the expansion of the town centre to the west presents significant opportunities to develop recreation and open space needs. Map 8.6 (Routes) includes specific objectives to develop historic and emerging routes within and around the town for recreation and tourism use and to increase permeability within and around the town. The Green belt zoning adjacent to the Curragh also offers a linking space to an area that provides a space for passive and active amenity use.

It is the policy of the Council:

- AR 1: To cooperate with the schools authorities and local sports organisations in the provision of sports facilities and active recreational spaces and to facilitate the development of additional recreational facilities in close proximity to the town to meet the needs of the town's residents.





- AR 2: To facilitate the development of a neighbourhood park in the Magee Barracks site, in accordance with the objectives set out in section 7.6.2 (Design Brief) of this plan.
- AR 3: To facilitate the development of an open space area on appropriately zoned lands adjoining Abbey villa house.
- AR 4: To retain, enhance and develop the routes set out in Map 8.6 for recreation and tourism use and to increase permeability within and around the town
- AR 5: To maintain a green belt between Kildare and the Curragh.
- AR 6: To improve existing open space areas in housing developments that has been taken in-charge by the Council.
- AR 7: To protect existing open spaces and recreational uses from encroachment by other unsuitable and incompatible uses.
- AR 8: To prohibit the loss of existing public and private recreational open space unless alternative recreational facilities are provided at a suitable location.
- AR 9: To facilitate the development of community-managed gardens/allotments in the town subject to implementation of sustainable environmental practices.



# Part C

Land Use Zoning and  
Mapped Objectives



## 8.0 Land Use Zoning Objectives

### 8.1 Introduction and Context

The key method of implementing this plan is through the identification of Land Use Zonings and objectives for specific sites in Kildare. The different land use zoning(s) are shown on Map 8.1 with the zoning objectives set out in the table below.

The purpose of land use zoning is to indicate to property owners, and to the general public, the types of development that the Council considers most appropriate in each zone. It also promotes redevelopment and renewal, which allows developers to plan investment with some certainty. In the control of development, zoning seeks to limit competing and incompatible uses in order to promote greater sustainability and environmental quality. With due consideration to the extent and types of land use zoning objectives, the following factors have been taken into consideration:

- (i) The present development area and recent trends in development;
- (ii) The amount of committed and uncommitted land within the existing development area;
- (iii) The accessibility, availability and location of land for development;
- (iv) The location and adequacy of existing social infrastructure (schools, community facilities, etc);
- (v) The character of the town with regard to the scale and pattern of development;
- (vi) The need to promote planning and sustainable development in accordance with national, regional and local policies;
- (vii) The physical features and amenities of the town;
- (viii) The present and future situation regarding the provision of essential physical infrastructure – especially water, wastewater and roads.

- (ix) The emerging pattern of development in Kildare and its environs and the need to rationalise connectivity and integration with the town centre.

#### 8.1.1 Phasing of Lands

The level of zoned lands in the current Kildare Local Area Plan 2002 and Magee Barracks Local Area Plan 2005 significantly exceeds demands as provided for in the Core Strategy of the Kildare CDP. The following zonings have been phased to ensure the plan accords with the core strategy and the overall strategy set out in section 6.0 (Development Strategy) of this LAP:

- C: New Residential
- H: Industrial and Warehousing
- K: Commercial
- Q: Enterprise and Employment

In the event that permissions expire on existing zoned residential lands designated as Phase 1 consideration may be given to development of Phase 2 lands which are sequentially close to the town centre and are adequately serviced by appropriate infrastructure. The remaining Phase 2 lands will not be eligible for development until such time as Phase 1 lands are developed appropriately or until the review of this plan through the statutory process and in the context of the core strategy set out in the County Development Plan (CDP), as may be amended. Phasing of lands together with the implementation of a detailed monitoring mechanism as provided for in Section 7.2.1. This will ensure that the future development of Kildare is in accordance with the Core Strategy of the CDP.

#### 8.1.2 Land Use Objective Table

The specific land use zoning objectives refer to land zonings as identified on Maps 8.1 and are clearly set out in Table 14 below.

**Table 14: Land Use Zoning Objectives Table**

<b>Zoning Reference</b>	<b>Land Use Zoning</b>	<b>Zoning Objective</b>
A	Town Centre	<p>To provide for the development and improvement of appropriate town centre uses including retail, commercial, office, residential, amenity and civic use</p> <p>The purpose of this zone is to protect and enhance the special character of Kildare 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 full use of buildings, backlands and especially upper floors. Warehousing and other industrial uses will not be permitted in the town centre.</p>
B	Existing Residential	<p><b>To protect and improve existing residential amenity; to provide for appropriate infill residential development; to provide for new and improved ancillary services.</b></p> <p>This zoning principally covers existing residential areas and also provides for infill development within these existing residential areas. The primary aim of this zoning objective is 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.</p>
C	New Residential	<p><b>To provide and improve new residential areas and for associated local shopping and other services incidental to new residential development.</b></p> <p>This zoning provides for new residential development and associated local services ancillary to residential development. While housing is the primary use in this zone, recreation, neighbourhood services, education, crèche/playschool, clinic/surgery uses and sheltered housing 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, pedestrian and cycle routes and the landscaping of open space.</p>
C1*		<p>This zoning provides for low density residential development at a maximum of 4 units per acre (10 units per hectare). Serviced residential sites should be provided to people wishing to build a house to their own design and layout. Full planning permission shall be sought by the developer/landowner for the site layout and development works and outline permission for the individual houses. A design brief shall also be submitted outlining principle design features for the overall scheme. Each individual applicant shall then submit their own design and apply for full permission/approval on a serviced site.</p>



Zoning Reference	Land Use Zoning	Zoning Objective
K	Commercial	<p><b>To protect and improve existing commercial uses and provide for additional compatible uses.</b></p> <p>The purpose of this zoning is to reflect the established mix of commercial and residential uses which have developed historically in Kildare. Any new development in this zone must not prejudice the viability of established land uses within the zone. In this zone it is important to avoid abrupt transitions in scale and use at the boundary of adjoining land use zones and also to avoid developments that would be detrimental to amenity.</p> <p>(Commercial lands have been phased, K1- phase 1, K2 Phase 2)</p> <p>The purpose of lands zoned <i>K1*</i>, to the west of the town centre, is to facilitate the expansion of the Kildare Retail Outlet in accordance with the Design Brief set out in Section 7.6 of this plan. Any development on these lands shall provide significantly enhanced high quality linkages between the retail outlet and the historic town centre and shall increase synergy with the town centre. Any expansion will be required to meet the tests of the Regional Planning Guidelines, 2008 GDA Retail Strategy and the County Retail Strategy assessment criteria, particularly in respect of retail and cumulative impact.</p>
E	Community and Educational	<p><b>To protect and provide for the development of community and educational facilities.</b></p> <p>This zoning objective provides for local civic, religious, community and educational facilities including schools, churches, meeting halls, healthcare, childcare, courthouse and other community facilities.</p>
E1		<p><b>To provide for the needs of the Elderly.</b></p> <p>This zoning objective provides for the development of individual housing units and/or a nursing home facility to meet the needs of the Elderly.</p>
F	Open Space and Amenity	<p><b>To protect and provide for recreation, open space and amenity provision.</b></p> <p>This zoning objective covers both private and public owned open space dispersed throughout the town. The aim of this land use zoning objective includes, to protect, improve and provide for recreation, open space and amenity provision; to protect improve and maintain public open space and to provide recreational and sports facilities.</p> <p>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 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.</p>

Zoning Reference	Land Use Zoning	Zoning Objective
Z	Regeneration Of Magee Barracks	<p><b>To facilitate a wide range of uses to allow for the flexibility in the regeneration of the former Magee Barracks site in a sustainable manner.</b></p> <p>This zoning allows for the development of the site for a mix of employment, educational, community and residential uses in accordance with the design brief set out in section 7.6 of this plan.</p> <p>The following key objectives for the regeneration of the site should be met:</p> <ul style="list-style-type: none"> <li>• The sustainable regeneration of the site with uses and layout which integrate this sites edge of centre location with the town centre</li> <li>• The provision of link roads in accordance with Section 7.7 and Map 8.2 of this Plan.</li> <li>• The protection and reuse of buildings and structures of historical importance listed in Table 12 of this plan.</li> <li>• The protection of residential amenity of existing residential areas adjoining the site.</li> <li>• The provision of significant elements of public open space, including the provision of a neighbourhood park.</li> </ul> <p>Retaining the objective of the Magee Barracks LAP (2005) to provide community gain proposals on site<sup>1</sup> (The manner in which the commitment is to be delivered shall be determined in consultation with relevant stakeholders).Development of these lands will be the subject of Appropriate Assessment screening.</p>
H	Industry and Warehousing	<p><b>To provide for and improve industrial and warehousing development.</b></p> <p>The purpose of this zoning is to provide for industrial and warehousing uses. Other uses, ancillary or similar to industry and warehousing will be considered on the merits of the proposed development and may be acceptable in this zone. Where employment is a high generator of traffic, the location of new employment facilities at an appropriate scale, density, type and location will be encouraged to reduce demand for travel.</p> <p>Residential or retail uses (including retail warehousing) or incinerators/thermal treatment plants will not be acceptable in this zone. Where any Industrial/ Warehousing land adjoins other land uses, particularly residential uses, a buffer zone (approximately 10–15 metres) shall be provided for and landscaped in accordance with Chapter 19 of the CDP.</p>
I	Agricultural	<p><b>To retain and protect agricultural uses.</b></p> <p>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. Limited one off housing will be permitted in this zone subject to compliance with the rural housing policy for Rural Housing Policy Zone 1 set out in the Kildare County Development Plan 2011–2017. Tourism related projects such as tourist caravan parks or campsites and amenity uses such as playing fields, or parks are also open for consideration.</p>

1 The commitment to the local community on the sale of the barracks, given by the (then) Minister for Defence in regard to open space and community facilities representing about 10 acres of the site

Zoning Reference	Land Use Zoning	Zoning Objective
G	National Stud and Green Belt Zones	<p><b>To protect and enhance the development of the National Stud and established agricultural and bloodstock uses in this area and to protect the physical, environmental, natural and heritage resources of these areas.</b></p> <p>The purpose of this zoning is to protect and enhance the National Stud and other established agricultural and bloodstock uses in this area, by protecting them from urban sprawl and ribbon development. This zoning is also intended to protect the Curragh by providing a cordon sanitaire between this area of high amenity and Kildare urban area. Development associated with the National Stud, agricultural and blood stock industries and which are intrinsically linked to the qualities and objectives of these activities will be considered in this zone.</p> <p>This zone also provides for the further enhancement of appropriate tourist facilities and attractions intrinsically linked to the National Stud and Japanese Gardens, the heritage of Kildare town and natural amenity of the area. Any such development should ensure that they enhance the existing tourist attractions, collectively developing this area as a unique tourism destination and creating strong linkages to the town.</p> <p>Development of these lands will be the subject of Appropriate Assessment screening.</p>
Q	Enterprise and Employment	<p><b>To facilitate an appropriate mix of employment uses within a high-quality campus type development including office-based industry, enterprise and incubator units, business, science and technology, and institutional use.</b></p> <p>This area shall be the subject of a detailed design brief, in accordance with Section 7.3.3 of this plan, to be agreed with the planning department. The following definitions of uses are provided:</p> <ul style="list-style-type: none"> <li>(i) Office Based Industry: Where the activity is concerned primarily with producing an end-product (e.g. software development, research and development) or provides telephone or web based services (e.g. telemarketing). Only office developments to which the public do not normally have access will be permitted within this zone.</li> <li>(ii) Enterprise and Incubator units: Small and mixed sized workspace units suitable for small businesses and start-up companies. Limited light industry will be considered in the context of the overall campus development. No heavy Industrial workshop units will be permitted within this zone.</li> <li>(iii) Business, Science and Technology units: High technology, research and development facilities, corporate/industrial offices, and support service facilities.</li> <li>(iv) Institutional Use: Includes medical, educational and knowledge based research facilities.</li> <li>(v) Support Facilities: Without compromising policy of resisting inappropriately located retail and leisure development, provision is made for small scale, 'walk to' facilities (i.e. restaurant, sandwich shop and specialist services like crèches), which are integrated with employment units and are of a nature and scale to serve the needs of employees within this employment area.</li> </ul>

<b>Zoning Reference</b>	<b>Land Use Zoning</b>	<b>Zoning Objective</b>
S	Equine Industry	<p><b>To provide for the development of the Equine Industry.</b></p> <p>The primary purpose of this zoning is to facilitate the further development of the Racing Academy and Centre of Education (RACE) campus as Ireland’s academy for the horse racing industry and an international centre of horse racing excellence. The primary use within this zone is equestrian related activities such as education and training facilities, indoor and outdoor performance arenas and associated offices and car parking. Self catering accommodation associated with the RACE Ireland facility is acceptable in this land use zoning.</p>
J	Transport and Utilities	<p><b>To provide for and protect Transportation and other lands for the provision of infrastructure and utilities.</b></p> <p>This zoning objective provides for the development of the railway station (and associated access, car parking and bus stops), waste water treatment works, telecommunications sites and substations and other such facilities.</p>

### 8.1.3 Zoning Matrix

Uses other than the primary use for which an area is zoned may be permitted provided they are not in conflict with the primary use-zoning objective. The Zoning Matrix (Table 15) illustrates the acceptability or unacceptability of various uses for each of the zoning objectives. Table 16 defines the terms used in the zoning matrix.

The land use-zoning matrix is intended to provide guidance to potential developers. An indication that a proposal would be ‘permitted in principle’ from the matrix should not be taken to imply a granting of permission, or indeed that a planning application may be necessarily successful. The matrix relates to land use only and important factors such as density, building height, design standards, traffic generation, etc., are also relevant in establishing whether or not a development proposal would be acceptable in a particular location.

Table 15: Land Use Zoning Matrix

Land Use	A: Town Centre	B: Existing Residential	C: New Residential	K: Commercial	K1: SWEA*	E: Community and Education	F: Open Space and Amenity	Z: Regeneration of Magee Barracks	H: Industry and Warehousing	I: Agricultural	G: National Stud and Green Belt	Q: Enterprise and Employment	S: Equine industry	J: Transport and Utilities
Amusement Arcade	O	N	N	O	N	N	N	N	N	N	N	N	N	N
Car Parks	Y	N	N	O	Y	O	N	O	Y	N	O	O	O*	Y
Cattleshed Slatted Unit	N	N	N	N	N	N	N	N	N	Y	Y	N	O	N
Cemetery	N	N	N	N	N	O	O	O	N	Y	O	N	N	N
Cinema/ Dancehall/Disco	Y	N	N	N	N	N	N	O	N	N	N	N	N	N
Community Hall	Y	O	O	Y	Y	Y	O	Y	N	N	O	O	O	O
Childcare/ Crèche/ Playschool	Y	O	Y	Y	Y	Y	O	Y	O	O	N	O	O	O
Cultural Uses/ Library	Y	O	O	Y	Y	Y	O	O	N	N	O	O	O*	N
Dwelling Unit	Y	Y	Y	O	O	N	N	Y	N	O	O	N	O*	N
Fire Station	O	N	O	Y	Y	Y	N	O	Y	N	N	O	N	Y
Funeral Homes	Y	N	N	O	O	Y	N	Y	N	N	N	O	N	N
Garages/ Car Repairs	N	N	N	O	N	N	N	N	O	N	N	N	N	Y
Guest House/ Hostel	Y	O	O	O	O	O	N	Y	N	O	O	O	O*	N
Hotel	Y	N	O	O	O	N	N	Y	N	N	O	N	O*	N
Halting Site	N	O	O	N	N	O	O	N	N	O	N	N	N	N
Health Centre/ Clinic	Y	O	O	Y	Y	Y	N	Y	O	N	N	Y	O*	O
Heavy Commercial Vehicle Parks	N	N	N	N	N	N	N	N	Y	N	N	N	Y	Y
Take-Away	O	N	N	O	O	N	N	O	N	N	N	O	N	N
Industry	N	N	N	N	N	N	N	N	Y	N	N	O	Y	O
Industry (Light)	O	N	N	O	O	N	N	Y	Y	N	N	O	Y	O
Medical and related consultancy	Y	O	O	Y	Y	Y	N	O	O	N	N	O	O*	O
Motor Sales	Y	N	N	O	N	N	N	O	O	N	N	O	N	Y

\* Only ancillary to the primary land use of the site

\* South Western Expansion Area

Land Use	A: Town Centre	B: Existing Residential	C: New Residential	K: Commercial	K1: SWEA*	E: Community and Education	F: Open Space and Amenity	Z: Regeneration of Magee Barracks	H: Industry and Warehousing	I: Agricultural	G: National Stud and Green Belt	Q: Enterprise and Employment	S: Equine industry	J: Transport and Utilities
Nursing Home	Y	O	O	Y	O	Y	N	Y	N	O	N	N	N	N
Offices	Y	O	N	O	O	O	N	Y	O	N	O	Y	O*	O
Park/ Playground	Y	Y	Y	Y	Y	Y	Y	Y	O	O	O	O	O*	N
Petrol Station	O	N	N	O	N	N	N	O	O	N	N	Y	N	Y
Place of Worship	Y	O	O	Y	Y	Y	O	Y	N	N	O	O	N	N
Playing Fields	O	Y	Y	O	O	Y	Y	Y	N	Y	O	O	O*	N
Pub	Y	O	O	O	N	N	N	Y	N	N	N	O	N	N
Recreational Buildings	Y	O	O	Y	Y	Y	Y	Y	O	O	O	O	O*	O
Repository/ Store/Depot	O	N	N	O	O	O	N	O	Y	N	N	O	O*	O
Restaurant	Y	O	O	Y	Y	O	N	Y	O	N	O	O	O*	O
Residential Development	Y	Y	Y	O	O	N	N	Y	N	N	O*	N	O*	N
Retail Warehouse	O	N	N	N	N	N	N	N	N	N	N	N	N	N
School	Y	O	O	O	O	Y	O	Y	N	O	N	O	Y	N
Shop (Comparison)	Y	N	N	O	Y	N	N	Y	N	N	O*	N	N	N
Shop (Convenience)	Y	O	O	Y	O	N	N	Y	O	N	O*	O	O*	O
Stable Yard	N	N	N	N	N	N	N	O	N	Y	Y	N	Y	N
Sport/Leisure Complex	Y	O	O	Y	Y	Y	O	Y	N	N	O	O	O*	N
Tourist camping site/ caravan park	N	N	O	O	O	O	N	O	N	O	O	O	O*	N
Utility Structures	Y	O	O	O	O	O	O	Y	Y	Y	Y	O	Y	Y
Warehouse (Wholesale)	O	N	N	N	N	N	N	O	Y	N	N	O	Y	N
Waste Incinerator	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Workshop	O	N	N	O	O	O	N	Y	Y	O	O	O	O*	Y

\* Only ancillary to the primary land use of the site

\* South Western Expansion Area

**Table 16: Definition of Terms**

<b>Y = Permitted in Principle</b>	The Council will seek to ensure the development of lands and properties in accordance with the Zoning Objectives (set out in Table 15 of this Plan). Land uses designated under each zoning objective as 'Permitted in Principle' are generally acceptable, subject to compliance with those objectives set out in other chapters of the CDP.
<b>O = Open for Consideration</b>	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 sustainable development of the area.
<b>N = Not Permitted</b>	Land uses which are indicated as 'Not Permitted' in the Land Use Zoning Matrix (Table 16) will not be permitted.
<b>Other Uses</b>	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.
<b>Non-Conforming Uses</b>	Existing established uses that are inconsistent with the primary zoning objective, 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 Act 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.
<b>Transitional Areas</b>	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.
<b>Material Contravention</b>	The Council has a statutory obligation to take such steps as may be necessary to secure the objectives of the Development Plan. In appropriate circumstances the Council may permit a material contravention of the Development Plan. The granting of a planning permission that materially contravenes the Development Plan is a reserved function of the Elected Members of the Council, exercisable following a public consultation process.

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## Kildare Town Local Area Plan 2012 - 2018

### Legend:

- A: Town Centre
- B: Existing Residential
- C: New Residential (C1 Phase 1 and C2 Phase 2)
- E: Community & Educational
- F: Open Space & Amenity
- H: Industrial & Warehousing (H1 Phase 1 and H2 Phase 2)
- I: Agricultural
- J: Transport & Utilities
- K: Commercial ( K1 Phase 1 and K2 Phase 2 )
- G: National Stud/Green Belt
- Q: Enterprise & Employment (Q1 Phase 1 and Q2 Phase 2 )
- S: Equine Industry
- Z: Regeneration of Magee Barracks
- Local Area Plan Boundary 2012
- 500 m Intervals
- 91m Line of Setback of Development From M7
- Lands subject to a design brief
- Refer to Town Centre Map

### Land use Zoning Objectives Map

**Scale:** N.T.S.

**Map Ref:** 8.1

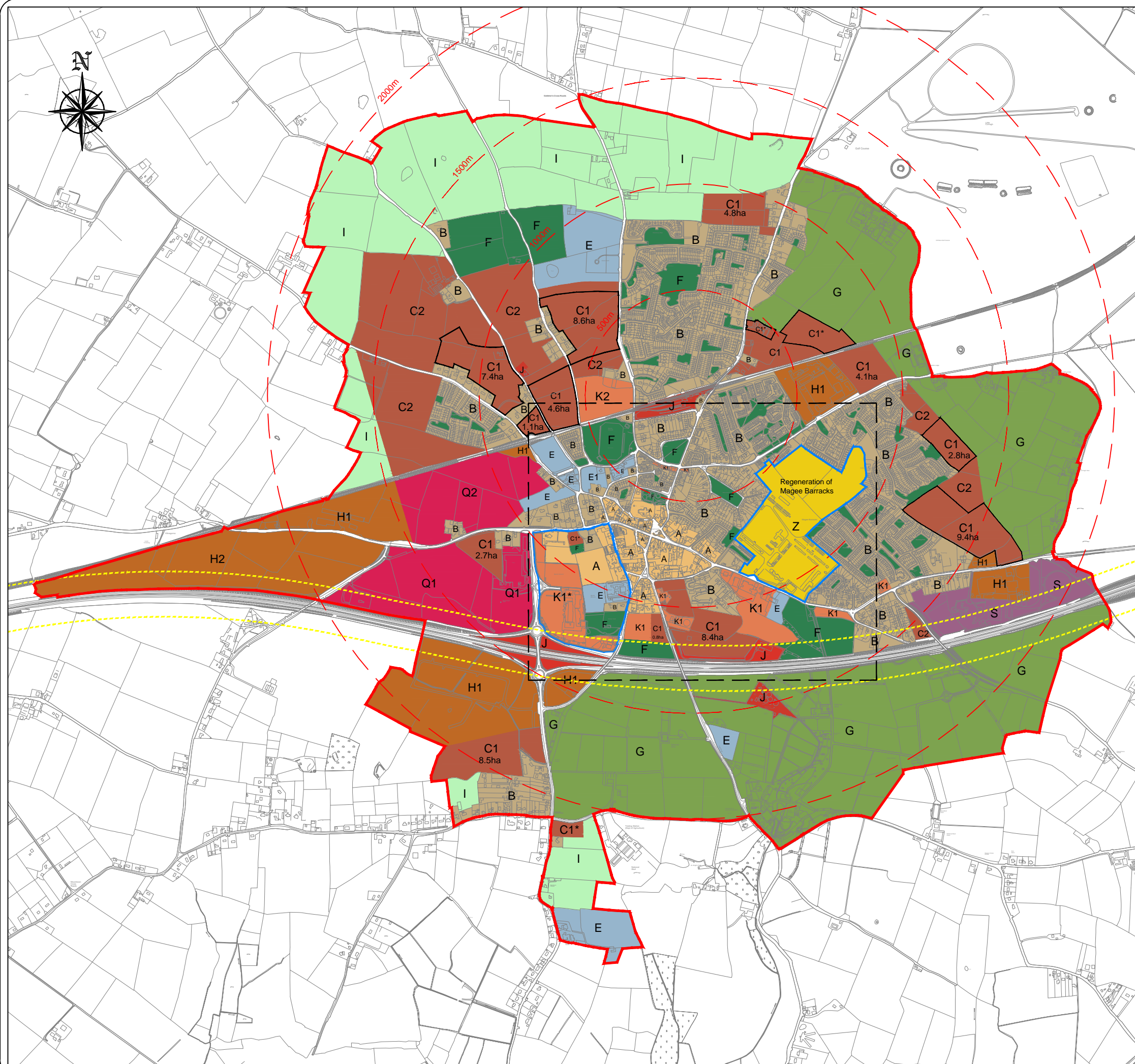
**Date:** 26<sup>th</sup> November 2012

**Drawing No:** 200/12/577

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### Kildare Town Local Area Plan 2012 - 2018

**Legend:**

- A: Town Centre
- B: Existing Residential
- C: New Residential (C1 Phase 1 and C2 Phase 2)
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- H: Industrial & Warehousing (H1 Phase 1 and H2 Phase 2)
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- S: Equine Industry
- Z: Regeneration of Magee Barracks
- Local Area Plan Boundary 2012
- 500 m Intervals
- 91m Line of Setback of Development From M7
- Lands subject to a design brief

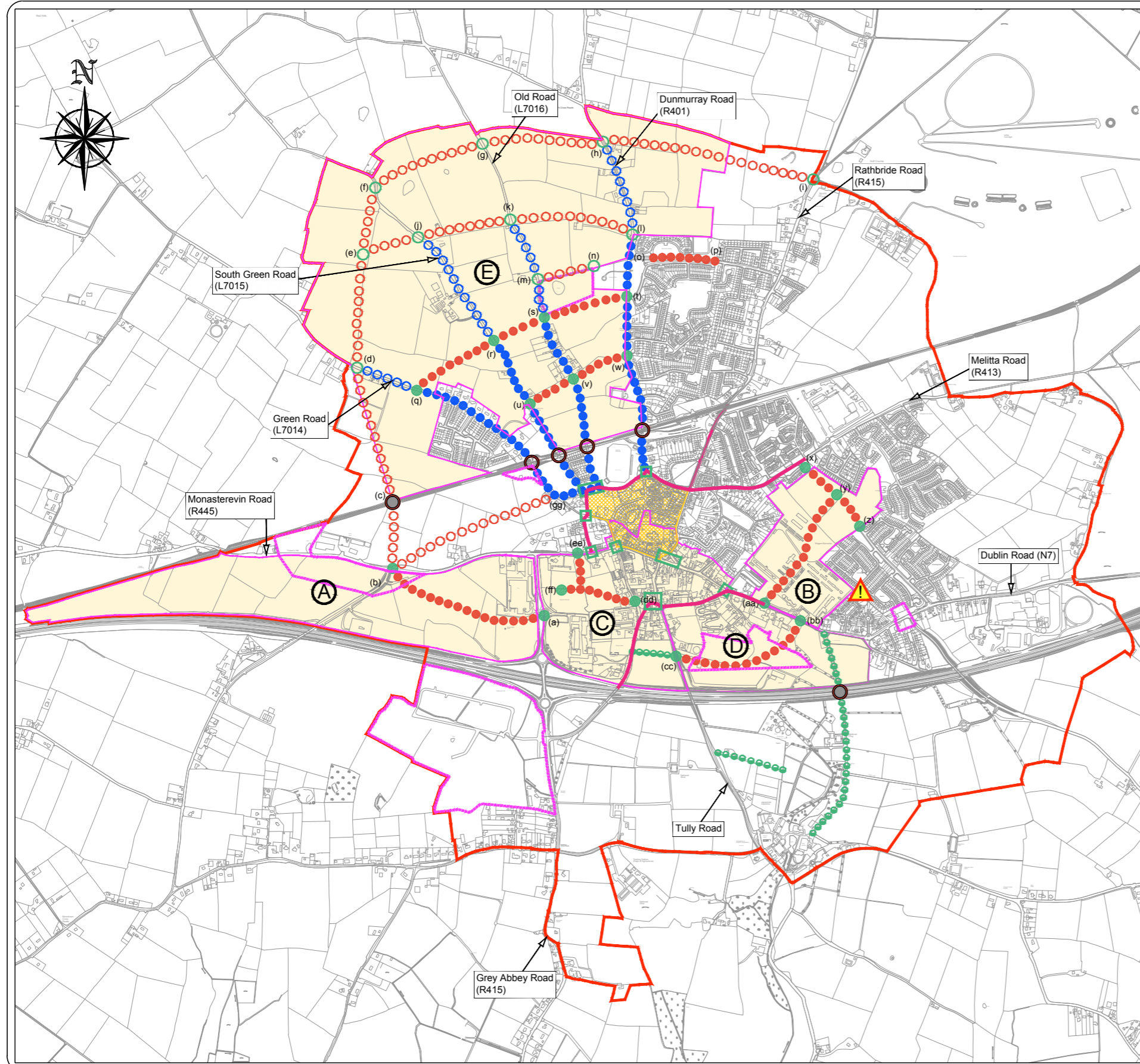



**Land use Zoning Objectives Map - Extract**

<b>Scale:</b> N.T.S.	<b>Map Ref:</b> 8.1(a)
<b>Date:</b> 26 <sup>th</sup> November 2012	<b>Drawing No:</b> 200/12/577
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Map 8.2: Transportation and Infrastructure Objectives




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Kildare Town  
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**Legend:**

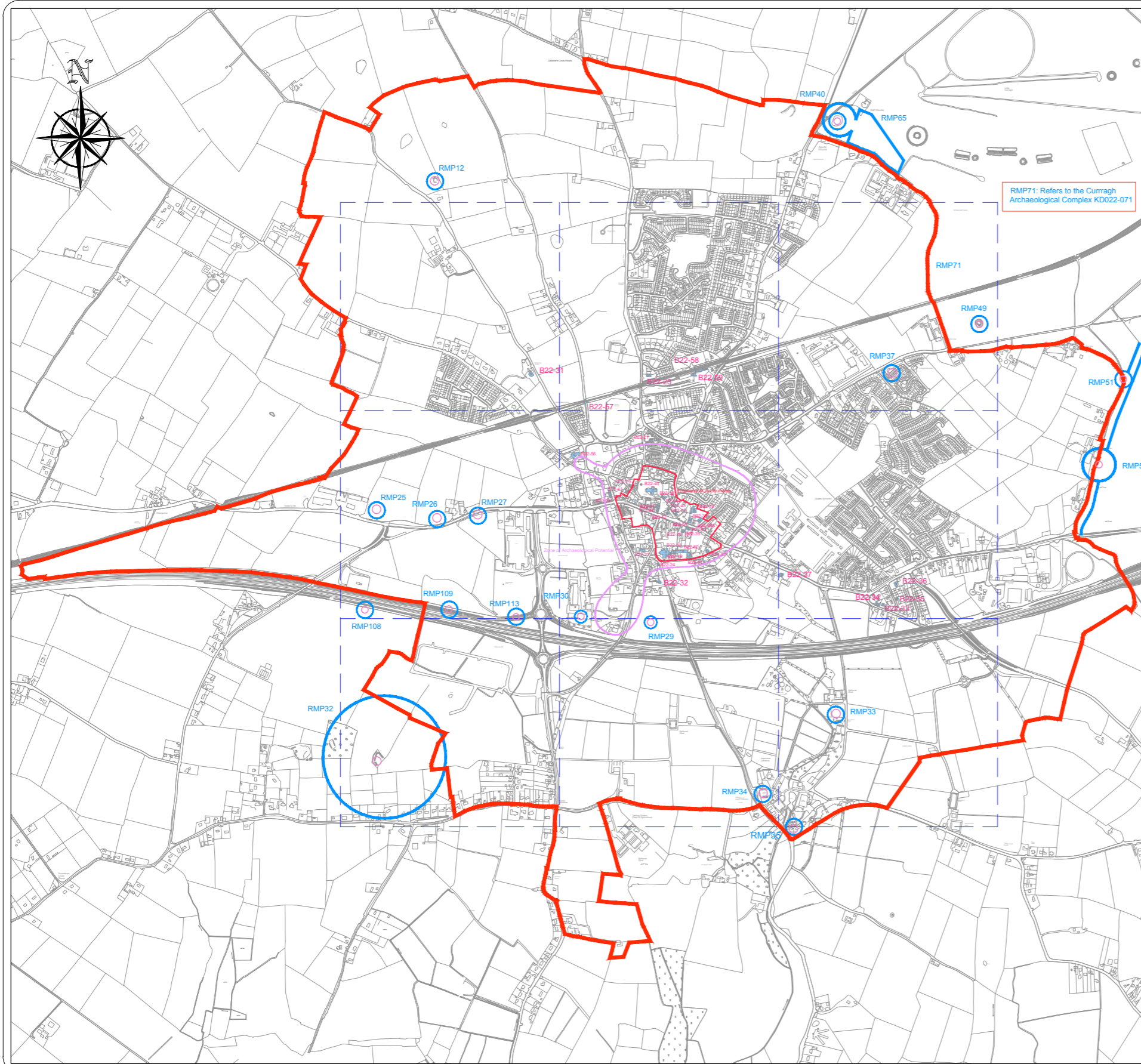
-  Local Area Plan Boundary 2012
-  New roads & streets objectives Phase 1
-  New roads & streets objectives Phase 2
-  Roads & street improvements Phase 1
-  Roads & street improvements Phase 2
-  New Junctions Phase 1
-  New Junctions Phase 2
-  New Cycle / Pedestrian routes
-  Northern / Southern link road objectives
-  New Rail / Motorway Bridges
-  Improvement works to Rail Bridges
-  Water Drainage Areas
-  Flood Event
-  Traffic Cell Objective
-  Improvement works to Junctions
-  Development proposals for lands outlined thus are to be the subject of site-specific Flood Risk Assessment appropriate to the type and scale of the development being proposed. Ref 7.8.6


Transportation & Infrastructure Objectives

<b>Scale:</b> N.T.S.	<b>Map Ref:</b> 8.2
<b>Date:</b> 26 <sup>th</sup> November 2012	<b>Drawing No:</b> 200/12/571
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


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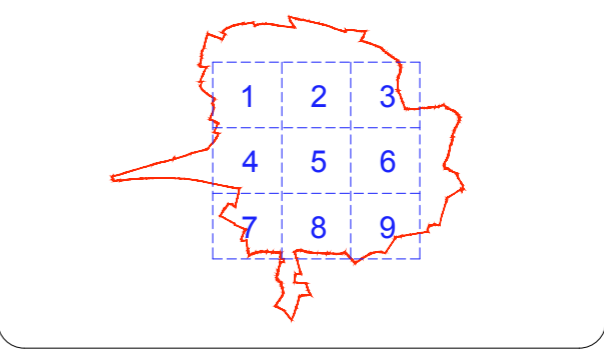
Map 8.3: Built Heritage Objectives




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Kildare Town  
 Local Area Plan 2012 - 2018

- Legend**
-  Local Area Plan Boundary 2012.
  -  ( ACA ) Proposed Architectural Conservation Area Boundary.
  -  Zone of Archaeological Potential
  -  ( B22-32 ) Protected Structure.
  -  ( RMP30 ) Record of Monuments & Places Refer to. (Section 7.11.3 of text Part B).

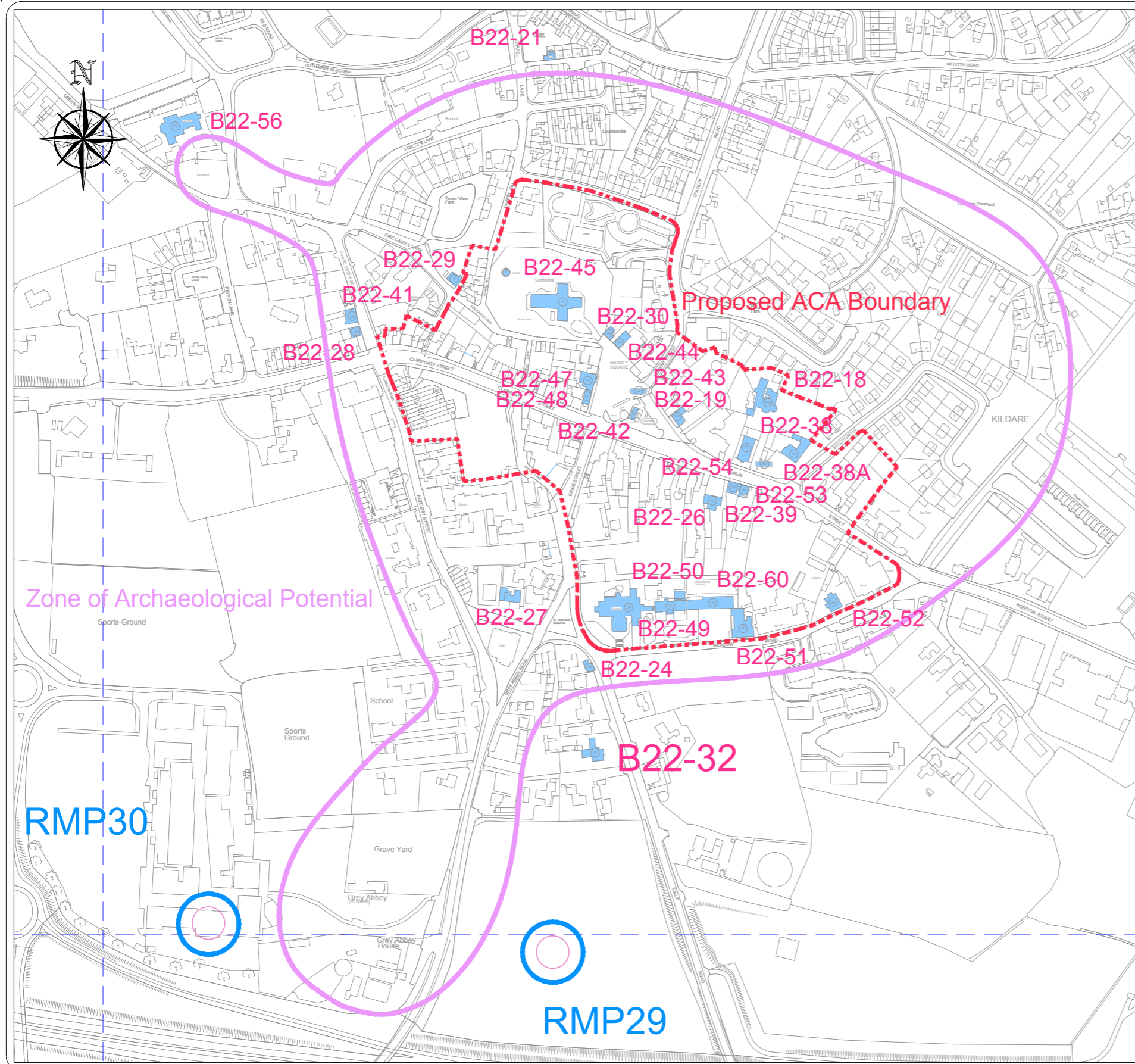


**Built Heritage Items Map**

<b>Scale:</b> N.T.S.	<b>Map Ref:</b> 8.3
<b>Date:</b> 26 <sup>th</sup> November 2012	<b>Drawing No:</b> 200/11/556
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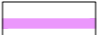


Map 8.3(a): Built Heritage Items Extract

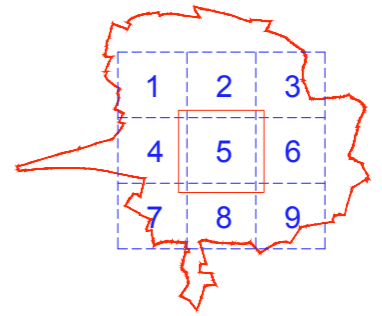


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**Legend**

-  (ACA) Proposed Architectural Conservation Area Boundary.
-  Zone of Archaeological Potential
-  (B22-32) Protected Structure.
-  (RMP30) Record of Monuments & Places Refer to. (Section 7.11.3 of text Part B).

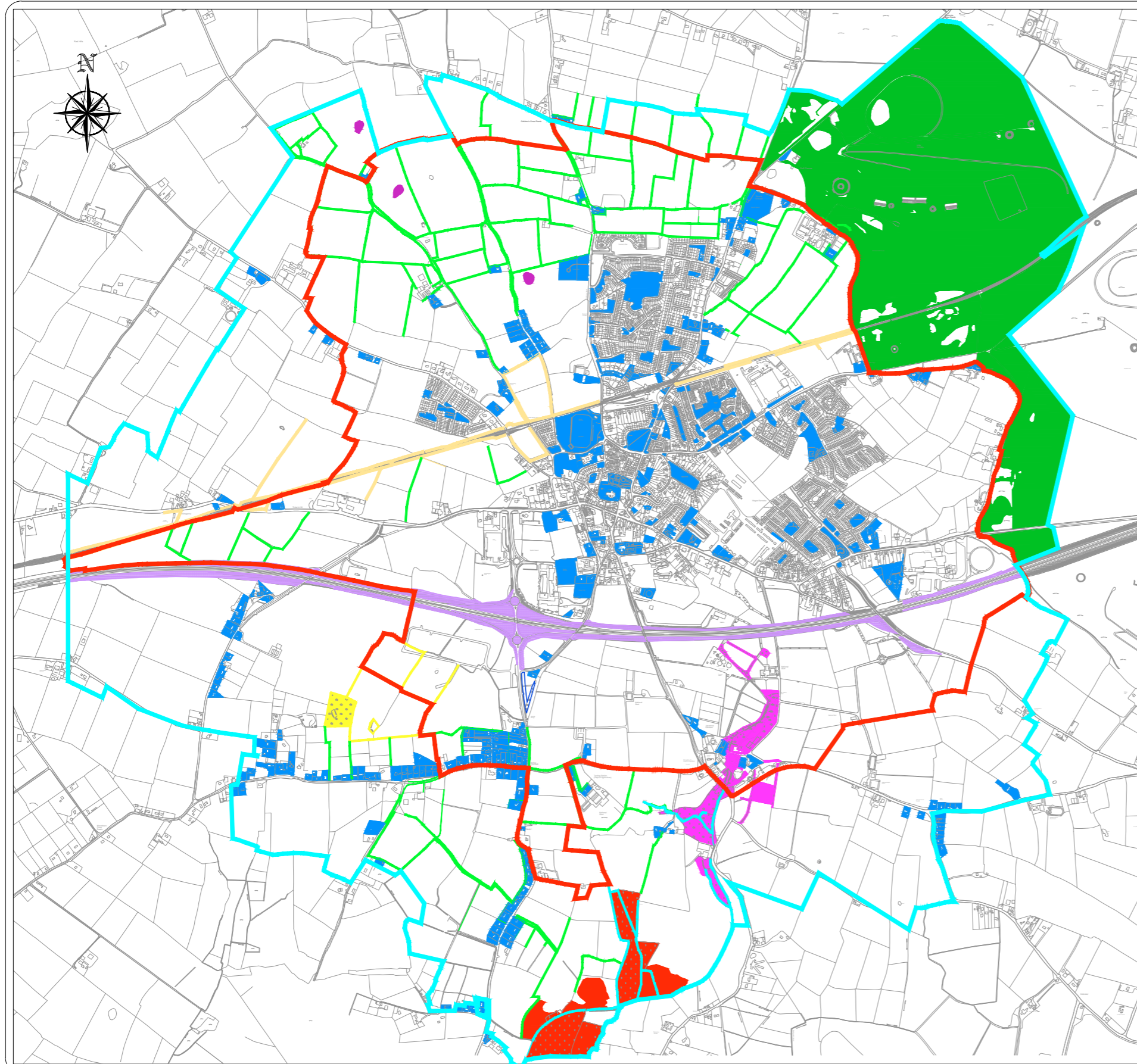



**Built Heritage Items Map - Extract**

<b>Scale:</b> N.T.S.	<b>Map Ref:</b> 8.3(a)
<b>Date:</b> 26 <sup>th</sup> November 2012	<b>Drawing No:</b> 200/11/556
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Map 8.4: Natural Heritage Objectives





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**Local Area Plan 2012 - 2018**

**Legend:**

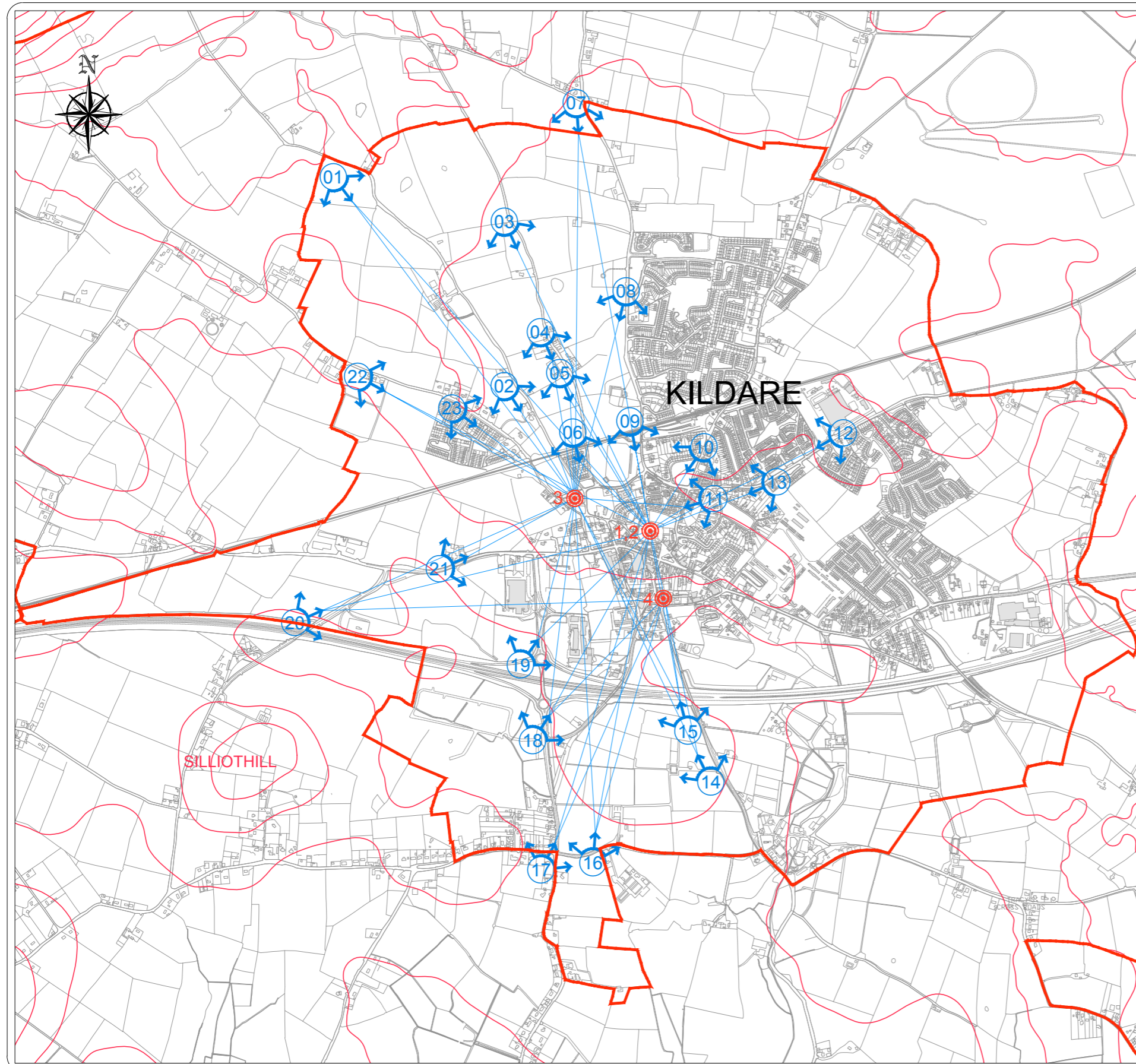
- Kildare Study Area (Habitat Mapping)
- Kildare LAP Boundary 2012
- The Curragh
- National Stud
- Woodland & Scrub at Silliohill
- Brallistown
- Mesotrophic Ponds
- Recreation & Amenity Spaces
- M7 Road Corridor
- Key Hedgerows
- Railway Line
- Tully Stream Corridor


**Green Infrastructure Map**

<b>Scale:</b> N.T.S.	<b>Map Ref:</b> 8.4
<b>Date:</b> 26 <sup>th</sup> November 2012	<b>Drawing No:</b> 200/11/557
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Map 8.5: Views, Prospects and Townscape Objectives




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**Kildare Town  
Local Area Plan 2012 - 2018**

**Legend:**

-  Views
-  10M Contour Lines
-  Landmarks
  1. Round Tower
  2. St. Brigid's Cathedral
  3. White Abbey Church
  4. St. Brigid's RC Church

**Views, Prospects & Townscape Objectives**

<b>Scale:</b> N.T.S.	<b>Map Ref:</b> 8.5
<b>Date:</b> 26 <sup>th</sup> November 2012	<b>Drawing No:</b> 200/12/572
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## 8.6 Routes Objectives

Kildare towns historic features as referenced in the tourism section 7.3.4 provides the basis for a variety of walking routes around the town. Each of these routes are detailed below and are denoted on Map 7.6.

The red route, the Historic route, Coiscéimeanna Chill Dara, meaning Kildare footsteps, begins and ends on the Market Square: It works its way along the Dublin road, down Meadow road to St Brigid Square and out the Tully road. The route turns back again to St. Brigid's Square and continues down as far as Grey Abbey and returns via St. Brigid's square again to end on the Market Square . It is envisaged that a connection will be created between Tully road and Grey Abbey to complete this walking route.

The Green Route, Slí Bhríde which means Bridgets Way, begins and ends at St. Brigid's Square: Slí Bhríde winds through Academy street and Claremore Road via Turnpike Road/Monasterevin Road to Kildare Retail Outlet on the Nurney Road and across the M7 to Newtown Cross and the enchanting St. Brigid's Well at 'the Greallachs'. From here it returns to Kildare town via Tully Cross and back up to St. Brigid's Square. This is also referred to as the Sli na Slainte route.

The Blue Route, The Hundred Acres, begins and ends at St. Brigid's Square: The Hundred Acres is the local term for most of Tully West townland, i.e. the land between Grey Abbey Road/Nurney Road and Tully Road which forms a natural triangle between St. Brigid's Square, Newtown Cross Roads and Tully junction forming the walking route.

The Yellow Route, Slí Bheatha, which means Route of the Walkers begins and ends at Market Square: Slí Bheatha works its way from Market Square via Dublin Road and Hospital Street until it reaches Gordon House and Bennett House; through the Princess Grace Gates and down Cherry Avenue, across the M7, to the world famous Japanese Gardens and Irish National Stud, then past the ancient Black Abbey via Tully Road and Cunnaberry Hill to the Market Square.

The Light blue Route, Fairgreen Way, begins and ends on the Market Square: Fairgreen way works its way from Market Square down Nugent Street, known locally as Ball-alley Hill to Shraud and the site of the Fairgreen which fronts Elm Park; to the Railway Station, past Fairgreen Cottages to the Dunmurry Road and St. Brigid's Park; via Bothairín na gCorp to the White Abbey; past the Kildare Education Centre (the old Parochial House), via Fire-Castle Lane and Church Lane to the Market Square.

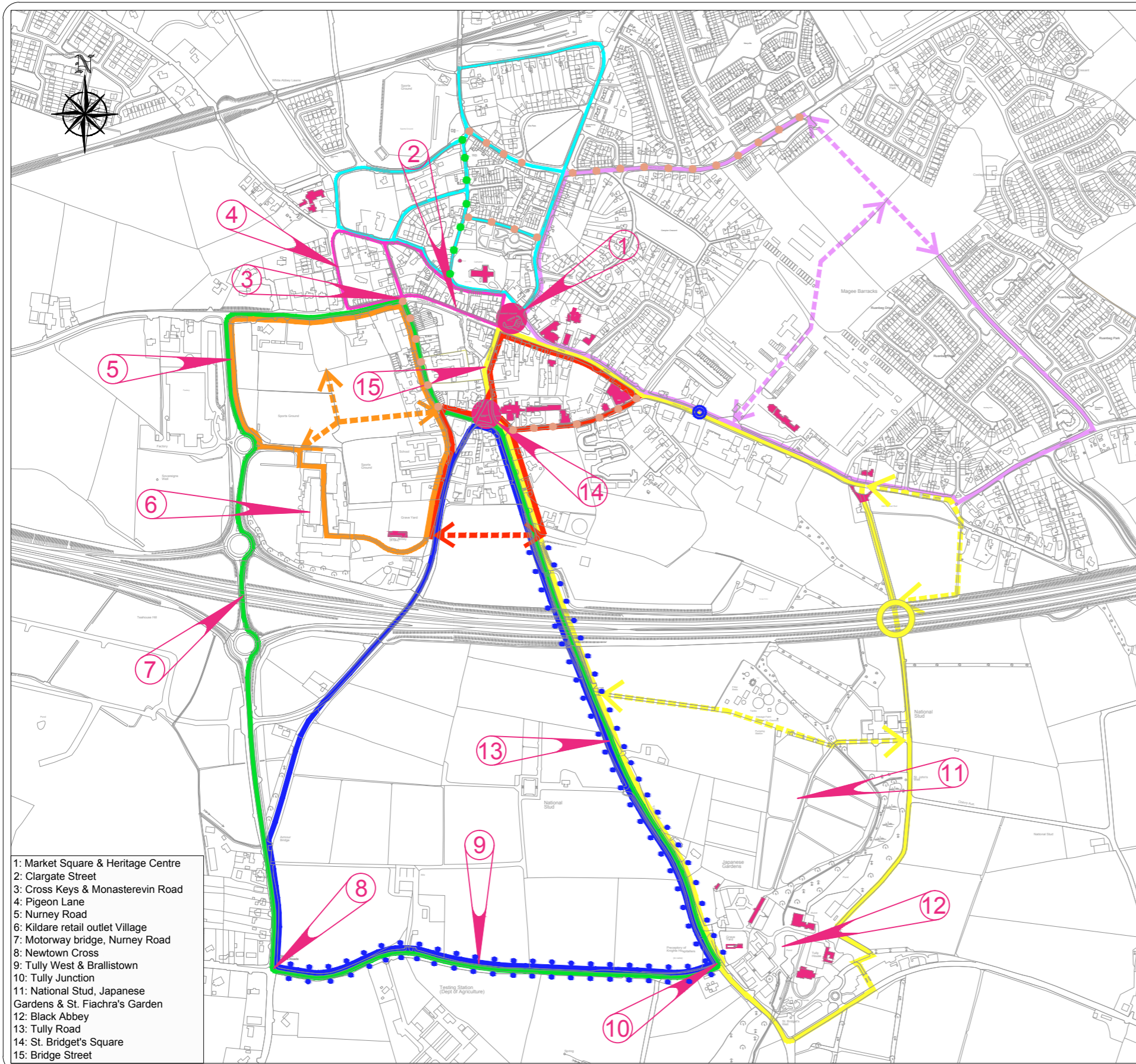
The Pink Route, White Abbey Way, begins and ends on the Market Square. The route starts from the Market Square down Church Lane and Firecastle Lane, past the Education Centre (old Parochial House) to the White Abbey Church, grounds and graveyard and down Pigeon Lane to Turnpike Road; via Cross-keys to Claregate Street and ends in Market Square.

The Orange Route Grey Abbey Way begins and ends at the Boardwalk from Kildare Retail Outlet to Grey Abbey Road. From the Boardwalk, the route moves north past Grey Abbey to Pound Green, Love Lane and Academy Street and Claremore Road; Turn at Cross Keys for Turnpike Road/Monasterevin Road, past the old Wallpaper factory and Abbeyville to Tesco, turn for Nurney Road passing Modus Media and through Kildare Retail Outlet to the end of the boardwalk. It is envisaged that further connections through Kildare Retail Outlet will be created beyond the period of the plan to connect with Academy Street.


The Purple Route, Barrack Way, begins and ends on Market Square. The route starts from the Market Square through Dublin Street to Hospital Street, past Melrose and the old Doctors Residence (Tus Nua); Gordon House and Bennett House and Jubilee Cottage; through Ruanbeg to Melitta Road and the housing schemes of Maryville, Assumpta Villas and Campion Crescent. Turn left at Shraud and the Fairgreen – Railway Hotel crossroads and up Nugent Street/Station Road; past Palacefield and the Children's Playground to the Market Square. It is envisaged that a thoroughfare will be developed through Magee Barracks once this area is developed as indicated on Route Map 7.6.

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Map 8.6: Routes Objectives



















- 1: Market Square & Heritage Centre
- 2: Clargate Street
- 3: Cross Keys & Monasterevin Road
- 4: Pigeon Lane
- 5: Nurney Road
- 6: Kildare retail outlet Village
- 7: Motorway bridge, Nurney Road
- 8: Newtown Cross
- 9: Tully West & Brallistown
- 10: Tully Junction
- 11: National Stud, Japanese Gardens & St. Fiachra's Garden
- 12: Black Abbey
- 13: Tully Road
- 14: St. Bridget's Square
- 15: Bridge Street


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 Áras Chill Dara, Devoy Park  
 Naas Co. Kildare

**Kildare Town**  
Local Area Plan 2012 - 2018

**Legend:**

-  Key Buildings
-  Public Square
-  "Historic" Route (0.8 - 1.7km)
-  "Sli-Bhride" Route (4.3km)
-  "Hundred Acres" Route (3.4 km)
-  "Walkers" Route (1.0 - 5.0km)
-  "Fairgreen" Route (0.5 - 2.8km)
-  "White Abbey" Route (0.5 - 1.1km)
-  "Grey Abbey" Route (0.8 - 1.8km)
-  Magee Barracks Route (2.0 - 3.6km)
-  New Route for above when dotted
-  New Footbridge over M7
-  Provision of Public Lighting
-  Upgrade Footpaths
-  New Footpath
-  Pedestrian Crossing

**Routes Objectives Map**

<b>Scale:</b> N.T.S.	<b>Map Ref:</b> 8.6
<b>Date:</b> 26 <sup>th</sup> November 2012	<b>Drawing No:</b> 200/11/554
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This drawing is to be read in conjunction with the written statement

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