

# Action Area Plan for Lands at South Green, Kildare Town

Prepared by the Planning Department, Kildare County Council and  
adopted by the Council on 26th July 2004

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## **Acknowledgement**

Kildare County Council gratefully acknowledges the input of a number of key stakeholders in the preparation of this Plan. In particular, the kind permission to re-use graphics and images sourced by the local landowners and submitted to the Council is acknowledged and appreciated.

In particular, the Council wishes to thank the following for their input:

- Cunnane Stratton Reynolds, Town Planning and Landscape Architects,
- Murray O'Laoire Architects
- ARUP Consulting Engineers;
- Green Property Management.

# SECTION 1 INTRODUCTION

## Plan Objectives

This Action Area Plan for the lands indicated on **Map 1**, has been prepared in the context of the Kildare Local Area Plan, 2002 and the Kildare County Development Plan, 1999.

The Kildare Town Local Area Plan estimates that the population of the town will grow by 12,000 persons, from the estimated population of 7,500<sup>1</sup> in 2001, in the period to 2006. In real terms the town experienced 33% population growth between 1996 and 2002 with the current population estimated to be in excess of 5,700. Therefore, while growth rates are significant it is likely that increases will be less significant than earlier projected.

In order to accommodate these significant levels of growth the Town Plan states:

*“It is envisaged that the bulk of future residential development in the Town will be to the north and west of the existing town centre rather than the existing trend to the east.”<sup>2</sup>*

Specifically, in relation to the AAP lands at South Green, the Plan states:

*“The South Green areas is an area to the north west of the town centre that has been identified as being the most appropriate location for the future expansion of the residential area of the town...The Council recognises that their development represents a major opportunity to achieve the co-ordinated and comprehensive development of housing and associated recreational, commercial and community facilities.”*

It is therefore the key objective of this AAP to plan for the orderly expansion of the residential core of Kildare in this area, subject to good planning and the provision of adequate and appropriate services.

## Issues Addressed in the Plan

The Kildare Local Area Plan sets out that the Action Area Plan will identify:

- Lands to be developed for high, medium and low density housing;
- Lands dedicated to amenity and recreational use and for other commercial and community development;
- The future management of recreational lands and other ‘not for profit’ elements of development;
- The likely phasing of developments and the recreational and amenity facilities, physical and community infrastructure (crèches, schools, etc.) to be developed in association with each phase;
- A mobility plan indicating walking, cycling and vehicular routes for each phase of development;
- The necessary infrastructure required – in particular in relation to sewage treatment, surface water disposal and roads, including the link between the area and the N7.

It is stated, that the AAP may bring about the development of lands in the area currently zoned for agriculture.

Furthermore, it is stated that only small-scale developments identified by the AAP as appropriate, may be carried out prior to the development of appropriate infrastructure – specifically, the Northern Inner Relief Road, the proposed bridge over the railway, an upgraded sewage treatment plant and surface water disposal system.

<sup>1</sup> Based on population projections contained in the Kildare County Development Plan

<sup>2</sup> Para. 1.12, Kildare Town Local Area Plan, 2002

## Location of Lands

The subject lands consist of 209 Ha of predominantly agricultural land located to the north-east of Kildare town centre.

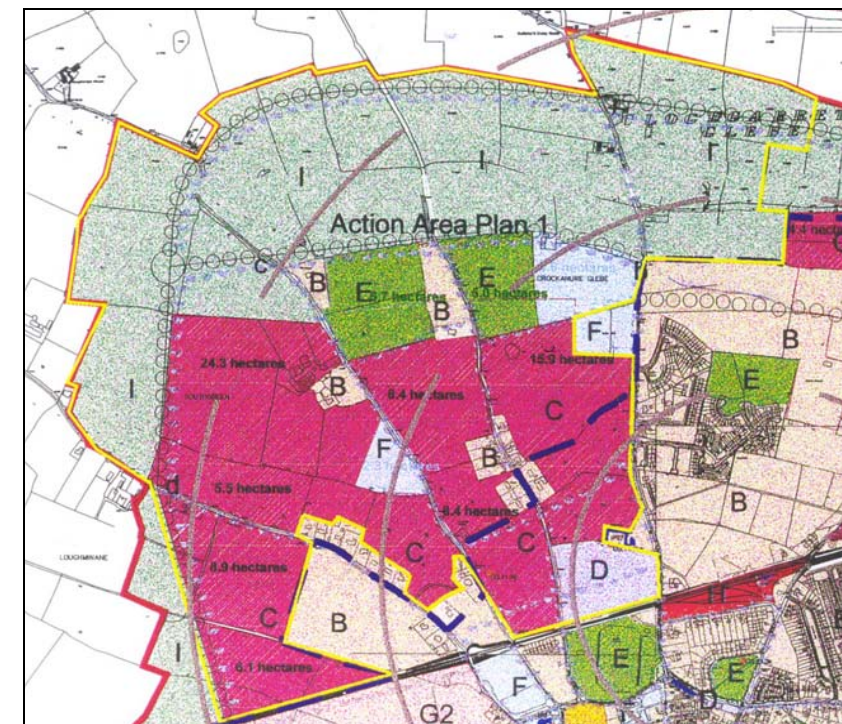
These lands are bounded to the south by the Dublin-Cork / Limerick railway line and to the east by Dunmurry Road. The northern boundary lies approximately parallel to the railway line some 1.5km due north, and the western boundary is defined partly by Green Road but predominantly by field boundaries set back from the roadside.

## Context in the Kildare Town Local Area Plan, 2002

As stated above the subject lands are identified by the Town Plan to accommodate new residential development and associated facilities.

Specifically, the lands are zoned for a variety of uses (see **Figure 1** and associated key).

**Figure 1** Relevant Land Zoning Map from the Kildare Town Local Area Plan, 2002



Zoning	Use	Summary of Permitted Uses
B	Existing Residential / Infill	Protect and improve existing residential amenity, appropriate infill residential development' new and improved ancillary services.
C	New Residential Development	New residential development and other ancillary services.
D	Residential / Commercial	Residential and commercial development.
E	Open Space and Amenity	Protect and provide for recreation, open space and amenity provision.
F	Institutional and Educational	Community and educational facilities including local civic, religious, community and educational facilities.
I	Agricultural	Agricultural uses and other uses directly associated with agriculture or which would not interfere with this use.

## SECTION 2 CHARACTERISTICS OF THE AAP LANDS

### Features of the AAP Lands

The AAP lands are currently predominantly in agricultural use with some low-density residential development focussed along the local roads in the area.

### Land Patterns and Sub-Division

The lands are subdivided into a large number of fields with established hedgerows defining the field edges.

The lands are bisected west to east by Green Road, Hill Road, Old Road and Dunmurry Road.

### Adjoining Land Uses

The lands are predominantly rural in character but, closer to the railway line and the town centre, there are a number of suburban style residential developments.

### Topography

The AAP lands rise northwards from the railway. A ridge of high ground runs north-west from the railway along Hill Road which effectively splits the area into an eastern and western portion.

There are natural peaks and low-lying areas throughout the site but the lands generally fall in the south-western and –eastern direction of the ridge.

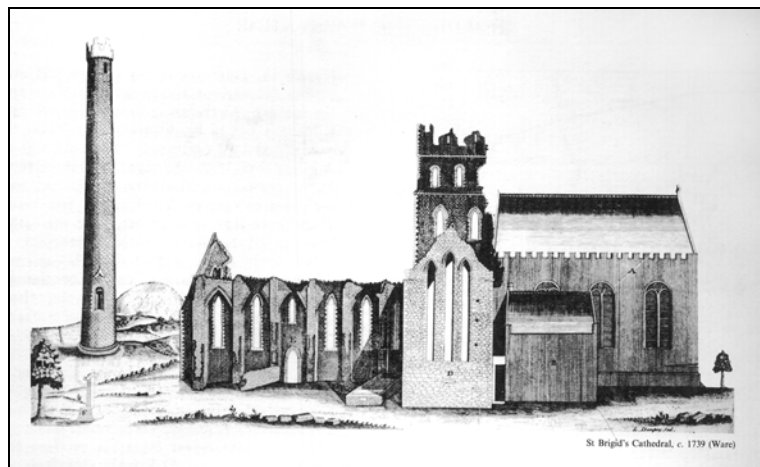
This mildly undulating topography gives the area an open character with long vistas and views towards the adjacent low-lying hills to the north and west. Views southwards, provide key glimpses of Kildare Town and also reveal the stark contrast between developed and rural areas on the edge of the town.

There are no streams or watercourses in the area.

### Architectural Features

Bisphopsland House, Dunmurry is a Protected Structure in the Kildare Town Local Area Plan, 2002

**Figure 2** Architectural Sketch of St. Brigid's Cathedral



### Ecology

There are a significant number of hedgerows internally bounding the individual fields that make up the AAP lands. The most common tree found in this area is Common Ash, *Fraxinus excelsior*.

There are no protected sites of ecological importance within the boundaries of the AAP

### Archaeology

A site of a possible earthwork at Greenogue is protected under Section 12 of the National Monuments (Amendment) Act, 1994. Details sourced from the Archaeological Survey of Ireland and the Office of Public Works have enabled the identification of this site and the appropriate zoning of the lands in its vicinity.

No other sites or features as identified in the Kildare County Development Plan are located within the AAP lands.

Where features of archaeological significance are identified appropriate supervision of all excavation works will be required in agreement with the County Council.

## SECTION 3 DEVELOPMENT STRATEGY

The implementation of the strategy is a combination of phasing, zoning and the delivery of key infrastructure. Therefore, the 4 key phases in the strategy are described in detail below.

### **Indicative Phases in the Implementation of the AAP**

**Pre-Development Works.** Approved Site Development and Enabling Works

**Phase 1.** Development of Phase 1 lands in line with service provision and AAP Objectives.

**Phase 2.** Development of Phase 2 lands in line with service provision and AAP Objectives.

**Phase 3.** Development of Phase 3 lands will be considered in the context of a review of the Kildare Town Local Area Plan, prevailing County and Regional planning policies and the provision of services.

Overall the planning strategy for South Green will accommodate relatively high levels of development at appropriate locations subject to the development of appropriate infrastructure. In particular, these new developments will be integrated within the Town with transport and service networks to compliment the primacy of the existing town centre.

The long-term creation of two new strategic link roads – the inner and outer relief roads, critically influences the development strategy. In particular, development must be located to maximise the potential access onto the inner relief road, while minimal access is permitted onto the outer relief road.

**Table 1** shows the approximate yield of housing units in the area. Design and layout parameters for each site are then discussed below.

**Table 1** Approximate Areas and Development Yields of Each Residentially Zoned Site in the AAP Area.

Site	Area	Description of Development	Approx. Residential Units
<b>B1</b> <b>B2</b>	6.7 Ha 5.3 Ha	Up to 40 units per Ha with 5 to 10% open space subject to high quality of design and containing a maximum of 50% apartment units.	444 units
<b>C1</b> <b>C2</b> <b>C3</b> <b>C4</b> <b>C5</b>	2.9 Ha 3.97 Ha 6.1 Ha 5.9 Ha 6.3 Ha	25/35 units per Ha with 10% open space	680 units
<b>F1</b> <b>F2</b> <b>F3</b>	6.9 Ha 6.7 Ha 15.2 Ha	20/25 units per Ha with 10 to 15% open space	567 units

Total No. Residential Units (Approx.) = 1,691

### **Zoning & Phasing: Implementing the AAP**

The phasing of development in the AAP area, will be based on the availability of services and support infrastructure in the area. **Tables 2 - 5** clearly set out the elements in each phase of the plan.

The following points are critical in the implementation of the AAP:

1. The zoning objectives set out in this AAP only become 'active' when the necessary infrastructure and support services associated with each phase are provided in a planned and integrated manner. In particular residential development must be strictly phased to correspond with the availability or provision of school places. Therefore, in accordance with the objectives of the Town Local Area Plan, no development will be permitted on the AAP lands where it is considered premature pending the provision of services.
2. Development of Phase 2 lands cannot occur until all Phase 1 lands are substantially developed and the associated infrastructure and support services are provided to the standards and satisfaction of Kildare County Council.
3. The above phasing and the overall approach of the AAP is based on a presumption that indicated lands in Phase 1 will be developed for educational and amenity uses as shown. In the event that this does not occur in Phase 1, the AAP must be reviewed before any development takes place in Phase 2.

**Table 2** Approximate Yields of Each Residential Units in Each Development Phase.

Phase	Site	Area	Approx. Residential Units on Site	Approx. Residential Units in Phase
Phase 1	<b>B1</b>	6.7 Ha	248	1,062
	<b>B2</b>	5.3 Ha	196	
	<b>C1</b>	2.9 Ha	78	
	<b>C2</b>	3.97 Ha	107	
	<b>C3</b>	6.1 Ha	165	
	<b>F1</b> <b>F2</b>	6.9 Ha 6.7 Ha	136 132	
Phase 2	<b>C4</b>	5.9 Ha	159	629
	<b>C5</b>	6.3 Ha	170	
	<b>F3</b>	15.2 Ha	299	

### **PRE-DEVELOPMENT PHASE: SITE DEVELOPMENT AND ENABLING WORKS**

The Council will require developers in the South Green area to apply for a long-term permission (such as a period of 10 years) to carry out site development and enabling works.

This proposal will show, to the satisfaction of the Planning Authority, the proposed methods for the transmission and treatment of foul effluents, the surface water drainage network, and the provision of other services and works. The issue of road access, bridge and road upgrading works will also be addressed by this application.

Following the agreement of the Council to this works schedule, sites in the AAP will be developed sequentially in line with the phasing programme.

It is appreciated that the detailing of networks – such as sewerage and surface water systems, that will service the later stages of development could be difficult at this initial stage. Therefore, it is noted that the focus of these studies will be on network capacities rather than specific pipe and junction details.

## DEVELOPMENT PHASE 1

Map 1 indicates the lands and works represented by Phase 1.

Broadly speaking, this phase will bring about the development of commercial and higher density residential lands closest to the town centre. The initial development of the school and related amenity areas will also take place at this time. Specifications for the development of each site are set out below. This initial phase can take place in the short-term after the agreement of the ‘Site Development and Enabling Works’ programme.

New infrastructure required includes the development of an ‘internal link road’ running east to west joining the Green and Dunmurry Roads. This road will mark the initial boundary to development and will be designed with a wide carriageway (7.3m with 1.75m cyclepaths and 1.5m footpaths). In the second phase development will take place to the north of this road and it can be reduced in width and to local status (see Figure 11).

The extent of works required to the local road network as well as the railway bridges - including their replacement is necessary, must be agreed with the Roads Department and the relevant Railway Authority before development commenced.

Other works required to facilitate these developments are largely improvements in existing road and other networks as set out above and in Table 3.

**Table 3** Services and Infrastructural Developments in Phase 1

Phase	Infrastructure to be Provided	Areas to be Developed
1	<ul style="list-style-type: none"> <li>▪ Upgrading of Hill Road and the Old Roads and railway bridges.</li> <li>▪ Development of internal link road.</li> <li>▪ Development of the local road network.</li> <li>▪ N7 link road to be commenced<sup>3</sup></li> <li>▪ Interim waste water treatment plant</li> <li>▪ Foul drainage network</li> <li>▪ Utilities and services – e.g.110kV substation and overhead wires, telecommunications infrastructure, etc.</li> <li>▪ Pedestrian and cycle facilities</li> <li>▪ Surface drainage system and networks of swales</li> <li>▪ Services networks – e.g. water, gas, ESB, etc.</li> </ul>	<ul style="list-style-type: none"> <li>▪ A1: Commercial Development</li> <li>▪ B1, B2: High Density Residential Development</li> <li>▪ C1, C2, C3: Medium Density Residential Development</li> <li>▪ F1, F2: Low Density Residential Development</li> <li>▪ D1: School and Community Facilities</li> <li>▪ E1&amp; E2: Amenity Areas</li> </ul>

<sup>3</sup> Note: Detailed design and land reservation proposals should be submitted to the Council for consultation and agreement at this stage.

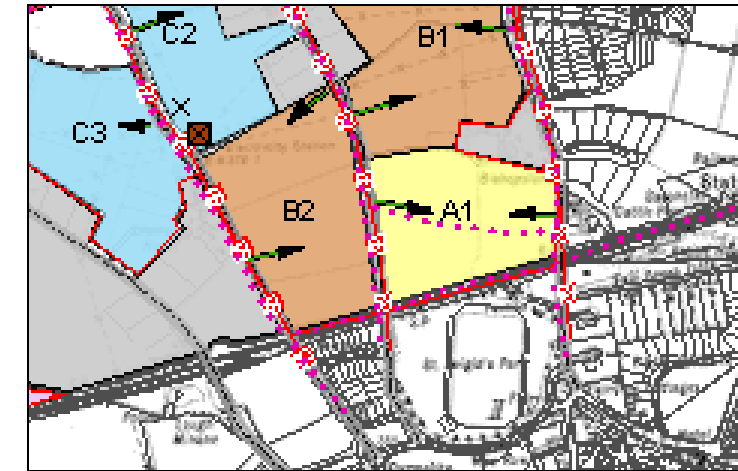
### Sites A1 – Commercial Use

This site is zoned to provide clusters of commercial development at local centres.

This site, located due north of the railway line (see Figure 3), is designated for commercial development. It is proposed that this area – which has good quality road and pedestrian access, will serve as a neighbourhood and employment centre.

Given the high level of development that will occur on this site due to its zoning and development objectives, all development proposals on Site A1 must be subject to pre-planning discussions with **both** the Planning and Architecture Departments of Kildare County Council.

**Figure 3** Site A1: Commercial Development



#### Permitted Uses

Permitted uses on this site will include office-based activities, and retail units. Retailing activity of a scale appropriate to meet the needs of the new residential communities in the area will be permitted. Such developments must have due regard to the primacy of the Town Centre and be in accordance with the retail policy framework including, inter alia, the Retail Planning Guidelines 2000 and the Retail Planning Strategy for the Greater Dublin Area.

A small-scale childcare unit and possibly small-scale community facilities such as meeting rooms will also be permitted in this area. Residential development may be provided within a mixed-use environment.

#### Building Design

Buildings on this site should be of landmark quality and of a high quality contemporary design and layout.

Taller buildings – possibly to 4 storeys in height, will be permitted where they will not impact on existing residential amenities in the area.

The Kildare Town LAP, 2002 provides that no development will be allowed within 25m of the northern boundary of the railway in order to accommodate future expansion of the railway line.

#### Boundary Treatment

Buildings on the site should create a strong urban edge to both the Dunmurry Road and the Old Road with a minimal setback from the roadside. The northern boundary should have regard to the neighbouring residential development and Bishopsland House - a Protected Structure.

**Access**

Vehicular access will be from both the Dunmurry Road and the Old Road. Regard must be had for the provision within the Kildare Town LAP whereby no access will be provided onto a road within 100m of a railway bridge.

Pedestrian and cyclist movements will be integrated with the overall network indicated on **Map 1**. All such routes will be passively observed from adjacent buildings to maximise user safety.

**Sites B1 and B2 – High Density Residential Use**

These two sites straddle the Old Road and are bounded by the railway to the south and existing housing to the east (see **Figure 4** below). They lie close to the town centre, the existing and planned commercial core of the Town and the associated services, transport links and facilities. These sites are well suited to accommodate high-density residential development in the order of 40 units per hectare.

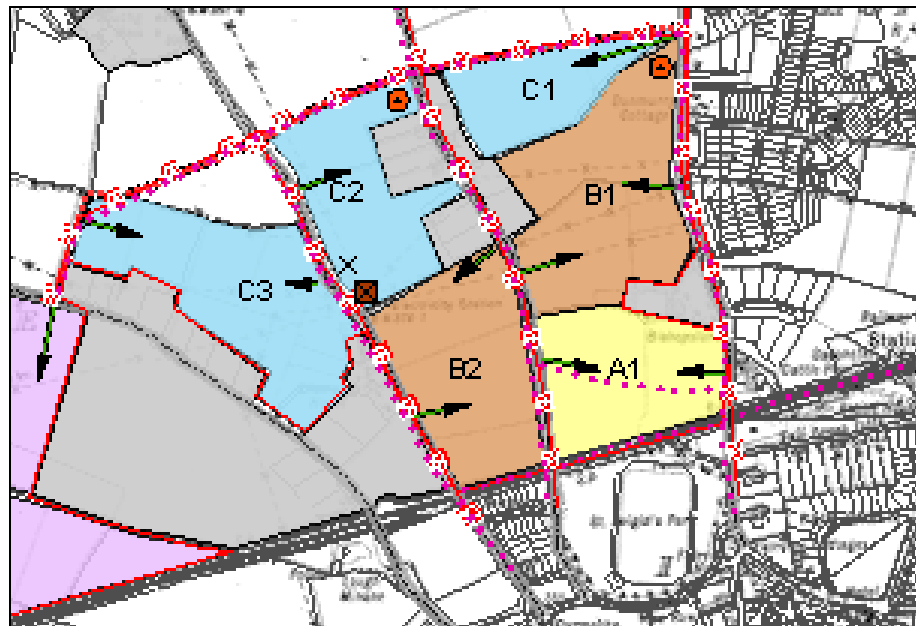
The development of these higher densities on sites B1 and B2 will be subject to high quality design and layout. Proposed developments shall provide for a range of unit sizes and type to take account of local demographics and other relevant factors. In both sites, a maximum of 50% of units shall be apartment units – of which a variety of types and sizes of units must also be provided.

An indicative plot ratio<sup>4</sup> in the order of 1.0 to 2.0 will apply on this site.

These sites will be developed on a phased basis in line with the provision of adequate support services and infrastructure.

This level of development represents a new departure from lower density development in Kildare Town and it is critical that this is achieved strongly in line with good design and planning for the Town. Therefore, all development proposals on Sites B1 and B2 must be subject to pre-planning discussions with **both** the Planning and Architecture Departments of Kildare County Council.

**Figure 4** Sites: B1 and B2: High Density Residential Development and C1, C2, C3: Medium Density Residential Development Sites.

**Permitted Uses**

This site will accommodate predominantly residential development, as, due to the proximity of town centre facilities, the incorporation of a significantly wider variety of uses on site is not

necessary. A good mixture of residential units to accommodate a mix of household types should be provided to fully utilise the site's strategic location and to ensure the creation of balanced new residential communities.

In the **north of B1** – adjacent to the Dunmurry Road, a site has been reserved for the provision of **local services**. Located close to the existing and new residential communities – as well as community facilities including the school, playing pitches and graveyard, this cluster of facilities should provide services including convenience retail outlets and services (shop, laundrette, etc.), childcare facilities, café and small-scale community facilities such as meeting rooms.

All such developments will be located in the upper northern corner of site B1, with direct road frontage onto the Dunmurry Road and within walking distance of the neighbouring residential developments in site C1. Furthermore, they may be incorporated within a larger civic or open space provided as the amenity lands of nearby residential developments. Within this context, the development of a playground will be provided in this area.

**Building Design**

Buildings on this site should be innovative and contemporary in style and layout. In permitting the prescribed high densities, it is a requirement of the Council that the quality of the design and layout of buildings and spaces is particularly high.

Given the open nature of the site, high quality landscaping will be critical and within such a high quality environment taller buildings of three to four storeys may be accommodated.

The Kildare Town LAP, 2002 provides that no development will be allowed within 25m of the northern boundary of the railway in order to accommodate future expansion of the railway line.

**Boundary Treatment**

Buildings may front directly onto the street at the boundaries closer to the Town centre creating a strong streetscape. The northern-most boundaries of B1, should begin to reflect the transition from town centre location to the suburban or rural surrounds with the use of building setbacks, screening and appropriate railings and walls.

It is a policy of Kildare County Council to ensure the growth and development of socially mixed and balanced communities. Therefore access from public roads into Sites B1 and B2 will not be marked or defined by private security gates or boundaries.

**Open Space**

Between 5 and 10% of this site should be dedicated for the provision of open space. However, in order to achieve high densities the integration of shared hard surfaces and urban style courtyards will be encouraged.

Existing landscape features such as existing trees and vegetation should, where possible, be incorporated into landscaping schemes.

**Accessibility**

Vehicular access will be from the Dunmurry, Road, Old Road and Hill Road. Regard must be had for the provision within the Kildare Town LAP whereby no access will be provided onto a road within 100m of a railway bridge.

These sites should be highly permeable for pedestrians and cyclists. In particular, links with the Railway Station and town centre should be laid out to maximise pedestrian safety.

**Site C1, C2, C3: Medium Density Residential Development**

These sites are located on the edge of the higher density town core but well within the bounds of the Inner Relief Road (see **Figure 4 above**).

<sup>4</sup> The ratio between the floor space of buildings and the site area.

They are ideally suited to medium density residential development at a density of 25 to 35 units per hectare. A plot ratio in the order of 0.5 to 1.0 recommended. The site will be developed on a phased basis in line with the provision of adequate support services and infrastructure, as set out below.

#### **Permitted Uses**

The sites will accommodate predominantly residential development incorporating a good mixture of residential units and household types.

An indicative location for a Group Housing Scheme to be developed by Kildare County Council has also been identified within site C2.

In the north of **C2** – adjacent to the proposed Inner Relief Road, a site has been reserved for the provision of local services. Located close to the existing and new residential communities and with the potential to create a focal point at this cross roads of Old Road the in Internal Link Road, this centre will provide mixed-use commercial facilities such as local shops and services, a crèche or similar childcare facility, and other facilities which demonstrably meet local needs (see **Figure 4**).

A site for the provision of upgraded ESB facilities is indicated.

#### **Building Design**

Buildings on this site will characteristically be two storeys in height. Three-storey buildings may be permitted where it can be shown that no overlooking of existing residential premises or private open space permitted and where the standard of design is high.

The neighbourhood centre on site C2 should, due to its visibility and prominent location on the new streetscape of the Internal Link Road, be a landmark building of high quality design and finish.

#### **Boundary Treatment**

The boundary treatment of sites C2 and C3 along the Old Road and Hill Road should establish transition from more built up areas towards the town edge. Increasingly set-back building lines and boundary planting will be incorporated into the schemes within public – not private, open spaces.

Similarly, the treatment of these sites fronting onto the Internal Relief Road should create a strong sense of place and a defined streetscape. This will be achieved by establishing a strong building line complimented with planting and high quality boundary treatments. Along the road frontage, planting can be incorporated into private open spaces thereby facilitating the future down-grading of the road to a distributor road (see **Figure 11**, page 16).

#### **Open Space**

Approximately 10% of this site should be used as open space. Existing landscape features such as existing trees and vegetation should, where possible, be incorporated into landscaping schemes.

#### **Accessibility**

A single vehicular access point will be permitted into each site from the southern side of the new Internal Link Road. Other access points from the Old and Hill Roads will also be permitted as shown. All improvements will be carried out in agreement with the Council's Roads Department.

The site will be highly permeable for pedestrians and cyclists, in line with the relevant AAP policies.

#### **Site D1: School and Community Facilities**

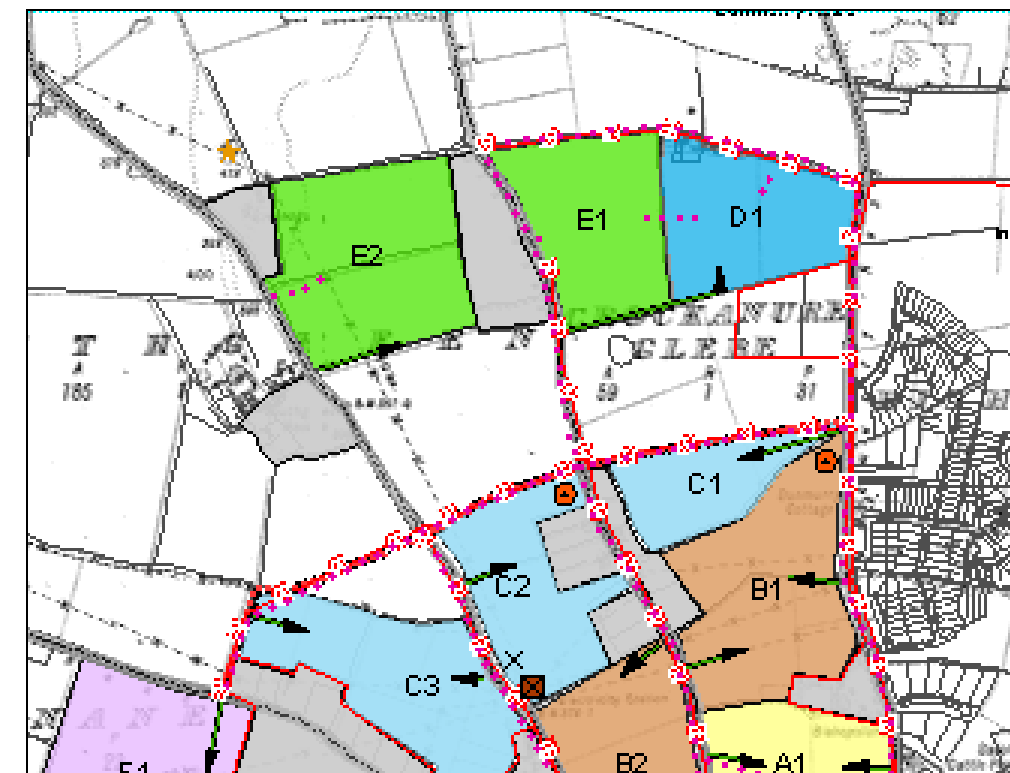
This site will be located at the junction of the Inner Relief Road and the Dunmurry Road (see **Figure 5** below). It will provide a range of community facilities at local areas within the AAP lands.

**Site D1** presents an opportunity for the three Secondary Schools in Kildare to amalgamate onto a single site. Adjacent sites (E1 and E2) are also provided to provide sports and recreational facilities for the school and the wider community.

#### **Building Design**

Due to their public function and high visibility, buildings on this site should be designed to a high quality. They should have a strong presence on the new streetscape of the Inner Relief Road but incorporating a set-back on the Dunmurray Road frontage that reflects the transition from urban to rural.

**Figure 5** Site D1: School and Community Facilities



#### **Boundary Treatment**

These buildings should be set within an attractively landscaped setting. Visual clutter will be minimised with the minimum number of hoardings and advertisement signage permitted.

#### **Accessibility**

Due to the busy nature of the Inner Relief Road, vehicular access from the school will be via the Old Road. This corresponds with the overall sequence in the roads improvements and upgrades planned in this Phase. The school site should incorporate an appropriate number of car parking spaces which can also be used by users of the amenity lands at appropriate times.

Pedestrian and cyclist access will be from the Old Road and the Dunmurry Road and future links along the Inner Relief Road will also be identified. Path and cycle ways through the site should further connect with the neighbourhood centre to the south-west within site C4.



### Sites E1 and E2: Amenity Uses

These sites are strategically located in a central and accessible location for existing and new residential communities and also the proposed school (see **Figure 5** above). These areas will be developed to provide sports facilities, playing pitches, etc. for the adjacent school and the wider community.

As part of the development of Phase 1 lands the overall layout and intended usage of amenity lands at E1 and E2 must be established by the developer and agreed with Kildare County Council. The necessary playing pitches and other appropriate amenity facilities must be provided by the developer during Phase 1 development and the lands must be appropriately landscaped to the satisfaction of the Planning Authority. Prior to the commencement of Phase 2 developments, these lands shall be transferred to Kildare County Council for use as dedicated community facilities.

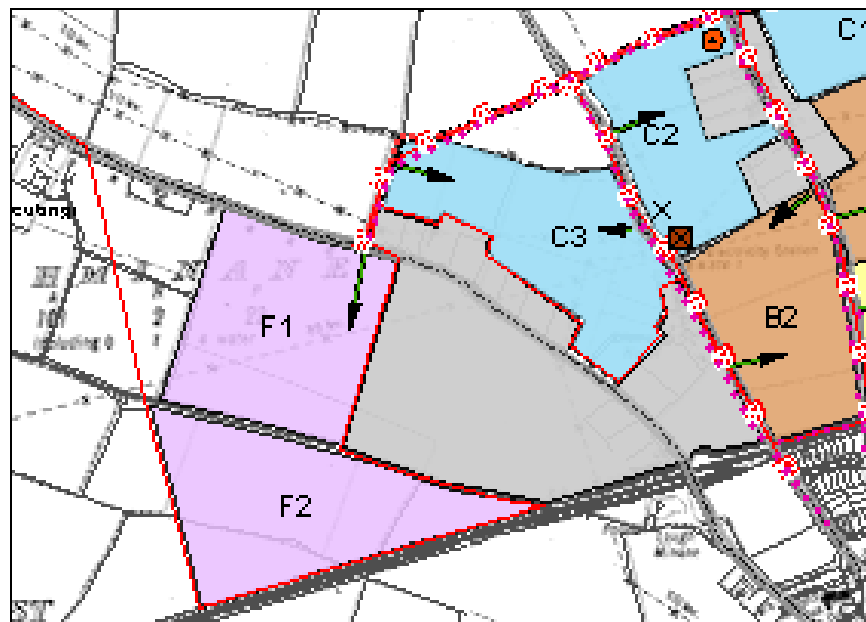
Access to E1 and E2 will be from the Inner Relief Road with appropriate boundary treatment (likely to consist of railings on a low wall) and planting allowing these open areas to link with the new streetscape and building line along that road – having due regard to the volumes of traffic that will use that road. Pedestrian links with the school should also be provided but these should be minor access points as they will be less well observed and therefore less safe for pedestrians – particularly when the school is not in use.

### Sites F1 and F2: Low Density Development

These sites are located on the edge of the town core and establish the transition from higher density to Town edge development (see **Figure 6**). These sites will provide lower density residential development at a density of 20 to 25 units per hectare. A plot ratio in the order of 0.5 to 1.0 recommended.

These sites will be developed on a phased basis in line with the provision of adequate support services and infrastructure, as set out below.

**Figure 6** Sites F1 and F2: Low Density Residential Development



### Permitted Uses

These areas will contain residential units. Applications for ancillary uses such as crèches, etc. will be considered on their merit. The provision of small scale and local community facilities such as meeting rooms will be encouraged.

### Building Design

Buildings on these sites will be two storeys. Overlooking of public spaces and pathways will be encouraged but no overlooking of existing residential premises or private open space will be permitted.

### Boundary Treatment

With regard to the treatment of site F2, the Kildare Town LAP, 2002 provides that no development will be allowed within 25m of the northern boundary of the railway in order to accommodate future expansion of the railway line.

Site F1 and F2, are more peripheral to the centre of gravity of the built up core and therefore demarcate the town edge. Therefore, boundaries onto existing roads in these areas should provide an orderly transition from built up areas to the rural environs of the town. As indicated on **Map 1**, trees and shrubs, appropriate boundary treatments and building set-backs in the order of 5 to 10m will be critical in providing this transition.

The western boundary of F2 bounds onto the Outer Relief Road. At these edges, it is essential that boundary screening is incorporated to screen highly visible development across these flat lands. This is likely to be an embanked area and is not ideally suited for use as a space or walking area. Houses should be orientated inwards, i.e. with back gardens backing into the screening provide by the heavy planting. In order to ensure that individual maintenance and gardening tastes do not reduce the effectiveness of this screening, no private gardens or open spaces will be permitted in this area. The boundary treatment of these sites will re-enforce the development edge of the Town.

### Open Space

Approximately 10 to 15% of this site should be used as open space including a dedicated children's play area at a suitable central and observed location.

Existing landscape features such as existing trees and vegetation should, where possible, be incorporated into landscaping schemes. Open space areas may also include a pond or water feature that can also provide on-site attenuation facilities necessary to prevent additional flooding.

### Accessibility

Vehicular access should generate a network of distributor links within the lands retaining the Outer Road Network for non-local and more strategic traffic movements.

Additional pedestrian and cyclist access will be provided along local roads linking these peripheral developments with local and town services. Walkways and cycle-ways will be passively observed to maximise their safe use.

## DEVELOPMENT PHASE 2

This phase will extend the development boundary northwards to the alignment of the Inner Relief Road. This will involve the development of additional community facilities as well as medium to low-density housing.

All necessary services and site works must again be undertaken, in agreement with the Council, prior to development and all works identified for Phase 2 must be completed to the standards and satisfaction of Kildare County Council.

If, by the time this second phase of development is due to begin, the Outer Relief Road has to yet been constructed, lands requiring access from that road shall not be developed unless access can be provided to the satisfaction of the Roads Department. Furthermore, where lands bound this road alignment, appropriate planting and screening must be provided at the site development stage

**Table 4** Services and Infrastructural Developments in Phase 2

Phase	Infrastructure to be Provided	Areas to be Developed
2	<ul style="list-style-type: none"> <li>▪ Transition of the Internal Link Road from a road to a street with a narrower carriageway</li> <li>▪ New Western vehicular railway bridge</li> <li>▪ N7 link to be completed</li> <li>▪ Initial Section of the Inner Relief Road between the N7 Link Road and the Dunmurry Road to be provided.</li> <li>▪ Upgrading of Green Road</li> <li>▪ Miscellaneous utilities and services</li> <li>▪ Pedestrian and cycle facilities</li> <li>▪ Extension of surface drainage and swale networks</li> <li>▪ Extension of the foul drainage system.</li> <li>▪ Extension of miscellaneous services.</li> </ul>	<ul style="list-style-type: none"> <li>▪ C4, C5: Medium Density Residential Development</li> <li>▪ D2: Community Facilities</li> <li>▪ F3: Low Density Residential Development</li> </ul>

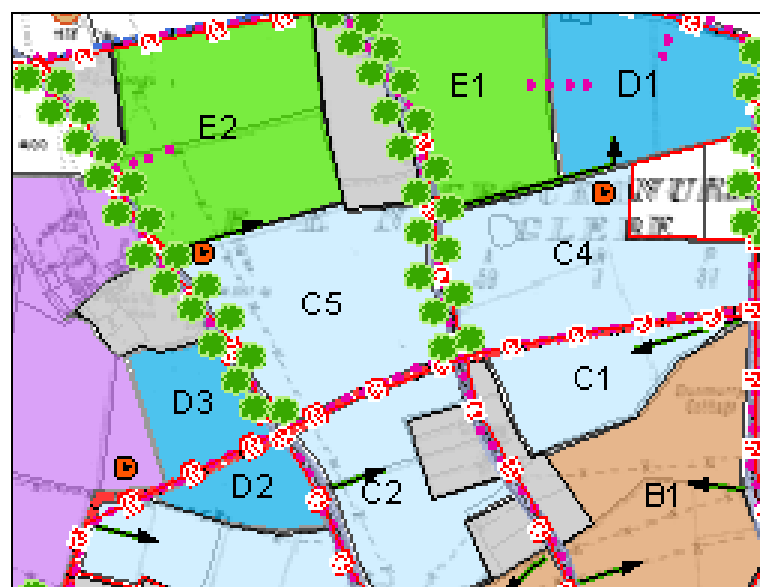
Phase 2 will necessitate the creation of new access roads from the northern side of the Internal Link Road and the downgrading of this road to distributor road status. This is further explained in **Section 5**.

#### Sites C4, C5: Medium Density Residential Development

These sites are located on the edge of the higher density town core but well within the bounds of the Inner Relief Road (see **Figure 7**). These sites are ideally suited to medium density residential development at a density of 25 to 35 units per hectare. A plot ratio in the order of 0.5 to 1.0 recommended.

These sites will be developed on a phased basis in line with the provision of adequate support services and infrastructure, as set out below.

**Figure 7** Sites C4 and C5: Medium Density Residential Development



#### Permitted Uses

The sites will accommodate predominantly residential development incorporating a good mixture of residential units and household types.

An indicative location for a new church or religious facility is shown on **Figure 7**, close to these existing and proposed community facilities. Localised services such as crèches or similar childcare facilities and small-scale community facilities such as meeting rooms may also be provided within each development site.

#### Building Design

Buildings on these sites will characteristically be two storeys in height. Three-storey buildings may be permitted where it can be shown that no overlooking of existing residential premises or private open space permitted and where they contribute to the creation of a new streetscape along the Internal Link Road.

In particular, the northern edges of sites C4 and C5 are suitable for three-storey development where they front onto open amenity lands thereby providing passive supervision and increasing the level of safety for users of these spaces.

#### Boundary Treatment

The road frontage of these sites onto the new Internal Link Road must contribute to the creation of a strong streetscape. At locations closer to the Town Centre boundary planting can be incorporated into shared and private open spaces.

#### Open Space

Approximately 10% of this site should be used as open space incorporating a children's play facility at a suitable central and overlooked location.

Existing landscape features such as existing trees and vegetation should, where possible, be incorporated into landscaping schemes.

#### Accessibility

Sites C4 and C5 will have access from the northern side of the Internal Link Road.

Each residential site will be highly permeable for pedestrians and cyclists, in line with the overall AAP policies (see **Section 4**).

#### Open Space

Approximately 10% of the site should be used for the provision of dedicated open space – whether hard or soft landscaped.

#### Sites D2 & D3: Community Facilities Uses

These sites will meet the long-term community requirements of the new residential communities in this area. It is proposed that site D3 should be the location of a new Primary School while the smaller D2 is reserved for local community facilities including meeting and community rooms (see **Figure 7**).

#### Building Design

Due to their public function and high visibility, the buildings on this site should be well-designed and sited and landmark buildings that features strongly on the streetscape of the Internal Link Road.

#### Boundary Treatment

Boundaries shared with the new road can be strongly defined by building lines. The frontage onto the Old Road – with an established residential community, and site C3 should be sensitively

treated with a building set back ensuring no reduction in the residential amenity and privacy of local residents.

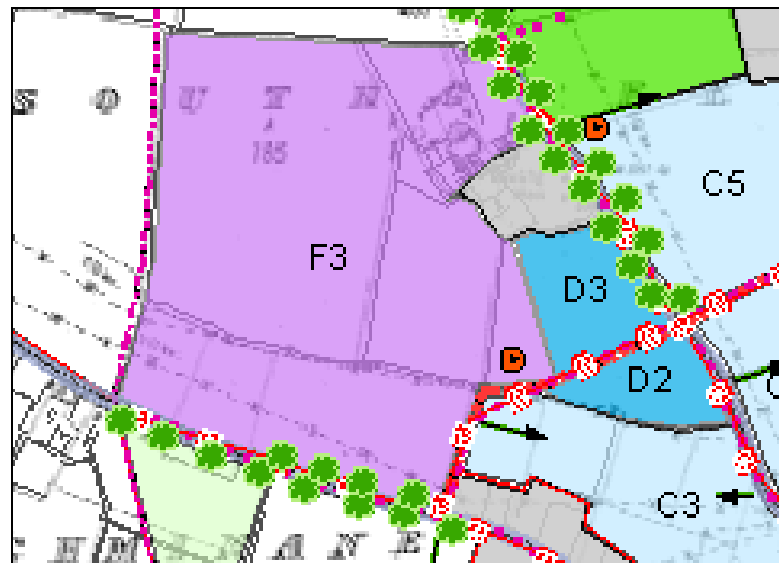
**Accessibility**

Mixed modal access can be provided from the new Link Road. In particular, the provision of safe pedestrian and cyclist links must be ensured to encourage non-car based trips to this central community facility.

**Sites F3: Low Density Residential Development**

Located on the periphery of the developed area (see **Figure 8** below), this site can accommodate low density housing at an indicative density of 20 units per hectare.

**Figure 8** Site F3: Low Density Residential Housing



**Permitted Uses**

These areas will contain residential units. Applications for ancillary uses such as crèches, etc. will be considered on their merit.

Part of the eastern edge of F3, is zoned for the provision of **local services**. This site, located close to the new school and the new link road, will be suited to small scale and local scale shops and services. The clustering of facilities such as crèches, playgrounds, and open areas (associated with the surrounding residential developments) etc. in this area will be encouraged.

**Building Design**

Buildings on these sites will be two storeys. Overlooking of public spaces and pathways will be encouraged but no overlooking of existing residential premises or private open space will be permitted.

The cluster of neighbourhood retail outlets at F3 should have a strong presence onto the Internal Link Road thereby enhancing the transition of the character of this road to that of a street.

**Boundary Treatment**

The boundary treatment of these sites will re-enforce the development edge of the Town.

The western edge of F3 bounds onto the Outer Relief Road. At this edge, it is essential that boundary screening must mitigate against the high level of visibility across these flat lands. In order to ensure that individual maintenance and gardening tastes do not reduce the effectiveness of this screening, no private gardens or open spaces will be permitted in this area. Furthermore, this is likely to be an embanked area and is not ideally suited for use as a space or walking area.

Houses should be orientated inwards, i.e. with back gardens backing into the screening provide by the heavy planting.

**Open Space**

Approximately 10 to 15% of this site should be used as open space including a dedicated children’s play area at a suitable central and observed location.

Existing landscape features such as existing trees and vegetation should, where possible, be incorporated into landscaping schemes. Open space areas may also include a pond or water feature that can also provide on-site attenuation facilities necessary to prevent additional flooding.

**Accessibility**

Vehicular access should, so far as possible, be from the existing road network.

Additional pedestrian and cyclist access will be provided along local roads linking these peripheral developments with local and town services. Walkways and cycle-ways will be passively observed to maximise their safe use.

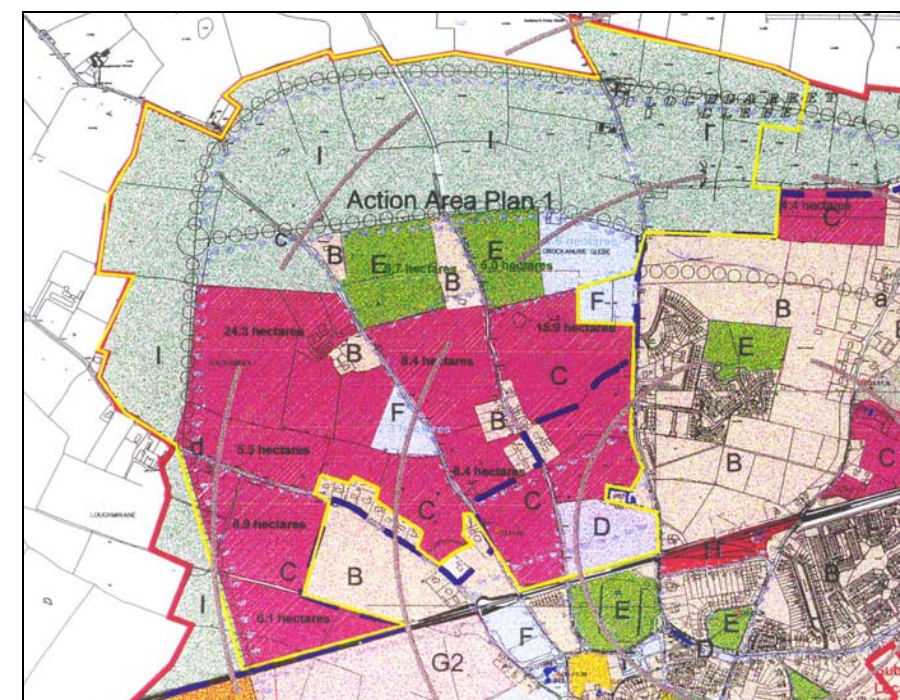
**DEVELOPMENT PHASE 3**

This final phase of development relates to those lands mainly to the north of the Inner Relief Road currently zoned agricultural as shown on **Map 3**. **Table 5** below sets out the indicative development objectives that may be pursued in conjunction with any future development of these lands.

**THESE LANDS REMAIN ZONED FOR AGRICULTURAL USE AND THE DEVELOPMENT OBJECTIVES OUTLINED HEREIN ARE PURELY INDICATIVE. THEREFORE, THESE PHASE 3 OBJECTIVES WILL ONLY COME INTO EFFECT WITH A CHANGE IN THE ZONING OF THESE LANDS IN LINE WITH A REVIEW OF THE KILDARE LAP BY KILDARE COUNTY COUNCIL AND IN ACCORDANCE WITH POLICIES PERTAINING AT THAT TIME.**

Furthermore, these lands may only be developed following the provision of the Outer Relief Road and the substantial completion of development in Phases 1 and 2 to the standards and satisfaction of Kildare County Council.

**Map 3** Phase 3 Lands- Consisting of AAP Lands not Zoned in Phase 1 & 2 Indicated in the Context of the Kildare LAP Zoning Map



**Table 5** Services and Infrastructural Developments in Phase 3.

<b>Phase</b>	<b>Infrastructure to be Provided</b>
3	<ul style="list-style-type: none"> <li>▪ Transition of the Inner Relief Road to a street with a narrower carriageway</li> <li>▪ Outer Relief Road</li> <li>▪ Development of the Inner Relief Road as a distributor road;</li> <li>▪ Miscellaneous utilities and services</li> <li>▪ Pedestrian and cycle facilities</li> <li>▪ Extension of surface drainage and swale networks</li> <li>▪ Extension of the foul drainage system.</li> <li>▪ Extension of miscellaneous services.</li> </ul>

Having regard to numerous issues – including the Regional Planning Guidelines and the extremely long-term nature of these development proposals, it is considered inappropriate to designate and zone specific areas herein.

## CURRENT STATUS OF AGRICULTURAL LANDS

The agricultural lands indicated on **Figure 1** will provide a green edge to the Town. The purpose of this zoning is to ensure the retention of agricultural uses and protect them from urban sprawl and ribbon development.

Uses which are directly associated with agriculture or which would not interfere with this use are open for consideration. This includes limited housing for members of landowner's families or persons who can demonstrate a need to live in the agricultural zone, tourism related projects such as a tourist caravan parks or camp sites and amenity uses such as playing fields, or parks.

However, it is a specific objective of the AAP not maintain those agricultural areas indicated on **Map 3** free from all but essential development.

Development on these lands will be considered in-line with the policies and land use objectives set out in Kildare Town Local Area Plan, 2002.

## SECTION 4 DESIGN CONSIDERATIONS AND DEVELOPMENT STANDARDS

### **Urban Design**

Good quality design will be critical in creating an attractive local environment while also ensuring the development of Kildare Town is not divided by the location of the railway.

The scale and extent of development varies dramatically throughout the AAP lands, but the incorporation of key design principles should ensure the creation of attractive residential environments that are integrated with Kildare Town.

Key design principles that will apply include:

- Due regard must be had to the varying character of the adjoining residential areas – including both one-off dwellings and more modern suburban style housing estates;
- Each cluster of development should have an individual ‘sense of place’ to avoid the creation of a mass of new and anonymous housing. To achieve this, innovation in building design and layout will be encouraged.

### **Mixture of Uses**

All residential developments must provide a variety of house types to accommodate a good mix of household types – including families, single people, the elderly and first time buyers, and to ensure a social mix and balance is achieved.

Commercial and retail development will have regard to the primacy of the town centre, while providing a good range of services and facilities to the local communities.

### **Neighbourhood Centres**

Within each phase of development, indicative locations and a mixture of appropriate uses are set out for small centres providing local services and facilities to new and existing communities.

The centres should meet a variety of local needs but should comply with the relevant standards set out in the Kildare Town LAP and also the Retail Strategy for the County.

Facilities such as convenience, small-scale retail outlets, services, crèches, cafes and community facilities are considered generally permitted on these sites.

Given a mixture of uses, the benefits of passive observation and the need to provide open areas adjacent to childcare facilities, the development of these centres on the edge, or adjacent to public open spaces are emphasised.

### **Pedestrian and Cyclist Permeability**

Safe access to new and existing developments, as well as the town centre, is important. All new developments must be well linked with the existing community and its facilities. To achieve this it is a policy of the Council to ensure that:

- Developments are fully permeable and safe to use for pedestrians and cyclists;
- The overlooking of pedestrian and cycle links as well as public open spaces is greatly encouraged to ensure their safe use.

### **Internal Road Networks**

Many of the roads ‘internal’ to the AAP are currently local roads of variable quality and standard. These roads will require widening and upgrading in order to facilitate the proposed level of development.

Within each of the ‘pockets’ of development, local distributor roads and streets will provide vehicular and pedestrian access. Ideally, these will be shared surfaces designed as safe environments for pedestrians, and cyclists as well as car users. The incorporation of traffic control mechanisms is encouraged, as is innovation in the communal provision of car parking – particularly in the higher density developments.

### **Overlooking and Overshadowing**

The creation of observed public spaces and routeways should not necessarily reduce or detract from the private nature of other spaces and buildings. Buildings should be orientated to maximise privacy where appropriate and elements such as planting and boundary treatment used to maximum effect.

### **Micro Climate**

The design and orientation of buildings and space can bring about more sustainable communities and reduce operational costs throughout a building’s life by reducing the need for artificial lighting and heating.

The Council promotes an improved awareness for sunlight, temperatures and prevailing wind conditions in the creation of an attractive and comfortable living environment.

To achieve this, general principles to be applied include:

- Optimise the availability of natural sunlight through the day by orientating buildings within 15 to 20 degrees of due south.
- Incorporate solar panels and similar devices into new buildings to maximise the potential of natural light as a renewable energy source.
- Orientate plants and buildings to avoid any interference with the privacy or light penetration of open spaces or buildings.
- Minimise heat loss arising from the poor orientation of buildings relative to prevailing winds.
- Avoid building and space layouts that may result in creating localised winds.
- The careful use of planting to provide appropriate shelter and wind breaks.

### **Landscaping**

All applications for development will be accompanied with a detailed Landscaping Plan, indicating how all boundaries, verges and open areas will be treated and managed.

## SECTION 5. THE AVAILABILITY OF SERVICES

The availability of public services is critical in the orderly development of the north of Kildare Town. In particular, the existing and proposed provision of services influences the phasing and implementation programme for the development of the AAP lands. This section therefore assesses the current level of service provision which influences the phasing schedule outlined above.

### **Local Facilities and Services**

#### **Retailing and Commercial Activity**

All proposed retailing and commercial developments will have regard to the established retail hierarchy in the Town. These services will meet local needs within defined neighbourhood centres.

Where additional services are provided outside such designated areas, they must be ancillary to the residential function of the area and also compliment the retailing function of the central area and existing shopping facilities. Such developments must have due regard to the primacy of the Town Centre and be in accordance with the retail policy framework including, inter alia, the Retail Planning Guidelines 2000 and the Retail Planning Strategy for the Greater Dublin Area.

#### **Community Facilities**

Additional community facilities including a community / health centre, school, playing pitches, and general amenity areas are provided in the AAP. It is anticipated that these services will meet increased levels of local demand.

#### **Educational Facilities**

The three Secondary schools in Kildare – the Presentation Convent, St. Joseph's Academy and Kildare Vocational School, are merging into a single facility. As none of the existing school facilities could accommodate such a significant school population the AAP identified an appropriate site due south of the Inner Relief Road.

Associated facilities – such as playing pitches, have also been provided in the area.

#### **Amenities**

Additional play facilities – ranging from individual playgrounds, to playing pitches are provided in the AAP.

### **Public Utilities and Services**

**All developments in the AAP lands will be serviced by infrastructure and services identified and agreed in the Pre-Development Stage. In the absence of appropriately identified and agreed solutions to existing constraints in services in the Town, planning permission for premature developments will not be granted. In particular any development proposals are considered premature in advance of written agreement from the relevant Engineering Services Department of the County Council.**

#### **Foul Drainage**

There is a combined sewerage network in Kildare town. The sewerage system collects foul and some surface water discharges from the majority of the developed town and transfers the flow to the municipal wastewater treatment plant located immediately south of the new M7 Motorway.

There are deficiencies in the capacity of the sewerage network and treatment plant. Therefore, at present there is no available sewerage or treatment capacity to service the AAP lands. As a result, the planned population of Kildare Town cannot be accommodated without the development of a new treatment plant and modifications to the sewerage network.

In order to address this deficiency, the Pre-Development Application must identify:

1. The location of a waste water treatment plant in the AAP area;
2. The location of a suitable outfall for residual waste;
3. Full verification of the assimilative capacity of the identified receiving waters.

#### **Surface Drainage**

Initial surveys reveal that there are no streams or watercourses in the area. Furthermore, there is no historical evidence of flooding.

Future surface water drainage systems should be cognisant of the natural drainage of the area and the development of an appropriate management regime is critical in the avoidance of future problems.

It is likely that a sustainable drainage system – such as a Sustainable Urban Drainage System, which will retain and discharge water within 'swales' located throughout the AAP lands, will be developed. Again, this system must be capable of accommodating all storm events and receiving clean discharges from the local treatment facility that will be development to service new development.

All development proposals must indicate, to the satisfaction of the Planning Authority, how surface waters will be accommodated and, where necessary, should include details and calculations of any surface water attenuation measures that will be provided.

#### **Water Supply**

Kildare Town is supplied with water from the Ballymore Eustace Water Treatment plant located to the east of the town and operated by Dublin City Council.

The Water Strategy for the County proposes the development of a new ground water source south of Rathangan at Mountprospect Wood. Through this development, a new reservoir at Redhills will supplement the Ballymore Eustace supply providing water under gravity to Rathangan and Kildare Town – including the AAP lands. It is estimated that these works will be completed by mid 2005. In the interim period, it will be possible to meet a significant proportion of the AAP development proposals with existing water supplies.

#### **Electricity Supply**

Kildare Town is supplied with electricity via a 38kV distribution system. Having regard to the inadequacy of the existing network, the ESB have indicated that increases in demand in the Area will require the provision of a new 110 kV substation within the AAP lands. This substation will be supplied by existing and new 110kV overhead power lines. It is anticipated that these wires will be ducted underground where possible.

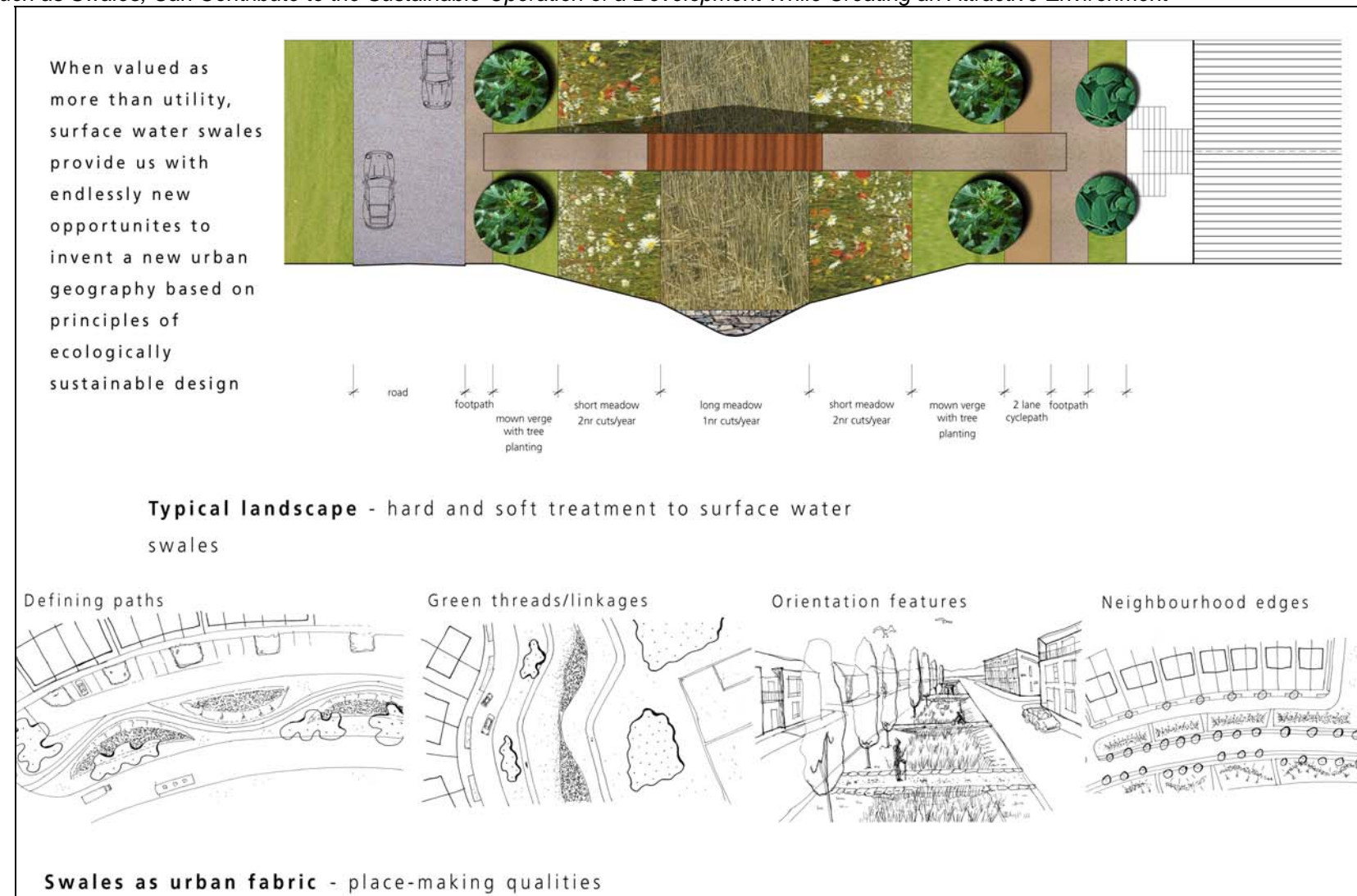
#### **Gas Supply**

There is an existing gas distribution main network in the area encompassing the residential developments to the east of Dunmurry Road. There are no anticipated difficulties in the expansion of that network to supply the proposed level of development.

#### **Telecommunications**

There are no anticipated difficulties in extending the existing Eircom telecom network to facilitate the proposed level of development.

**Figure 9** Innovative Infrastructure - Such as Swales, Can Contribute to the Sustainable Operation of a Development While Creating an Attractive Environment



## Transportation and Accessibility

### Public Transport

The suburban rail line servicing Kildare Town is currently undergoing an upgrade as part of the Dublin Transport Office's 'Platform for Change' Strategy. This will facilitate an improved service particularly during peak periods. The upgrade is scheduled for completion by 2005.

Bus Eireann provides good quality public bus links to centres including Dublin, and other centres in the County.

At present there is no internal town bus service. It is hoped that as the town expands and grows, a shuttle bus service – servicing the town and AAP lands, will be provided by the public transport providers. However, all considerations for public transportation will be considered in the context of the Kildare Framework Study which will look at land use and transportation objectives throughout the town.

### Roads

Kildare currently suffers from serious congestion difficulties due to its location of the N7. The M7 is currently being constructed and this will by-pass the town, allowing access via a new motorway interchange located to the south of Kildare town.

Following the by-pass of the Town, the Council will prepare a town centre traffic management strategy, which is likely to introduce one-way traffic movements into the town

Other significant roads objectives in the area include the development of the Inner and Outer Relief Roads. The development of these routes will necessitate the construction of a new bridge over the railway.

### Local Roads

Four radial routes cross the AAP lands leading north from Kildare town, namely: Green Road, Hill Road, Old Road and Dunmurry Road. Of these only Dunmurry Road is the only Regional Road in the area.

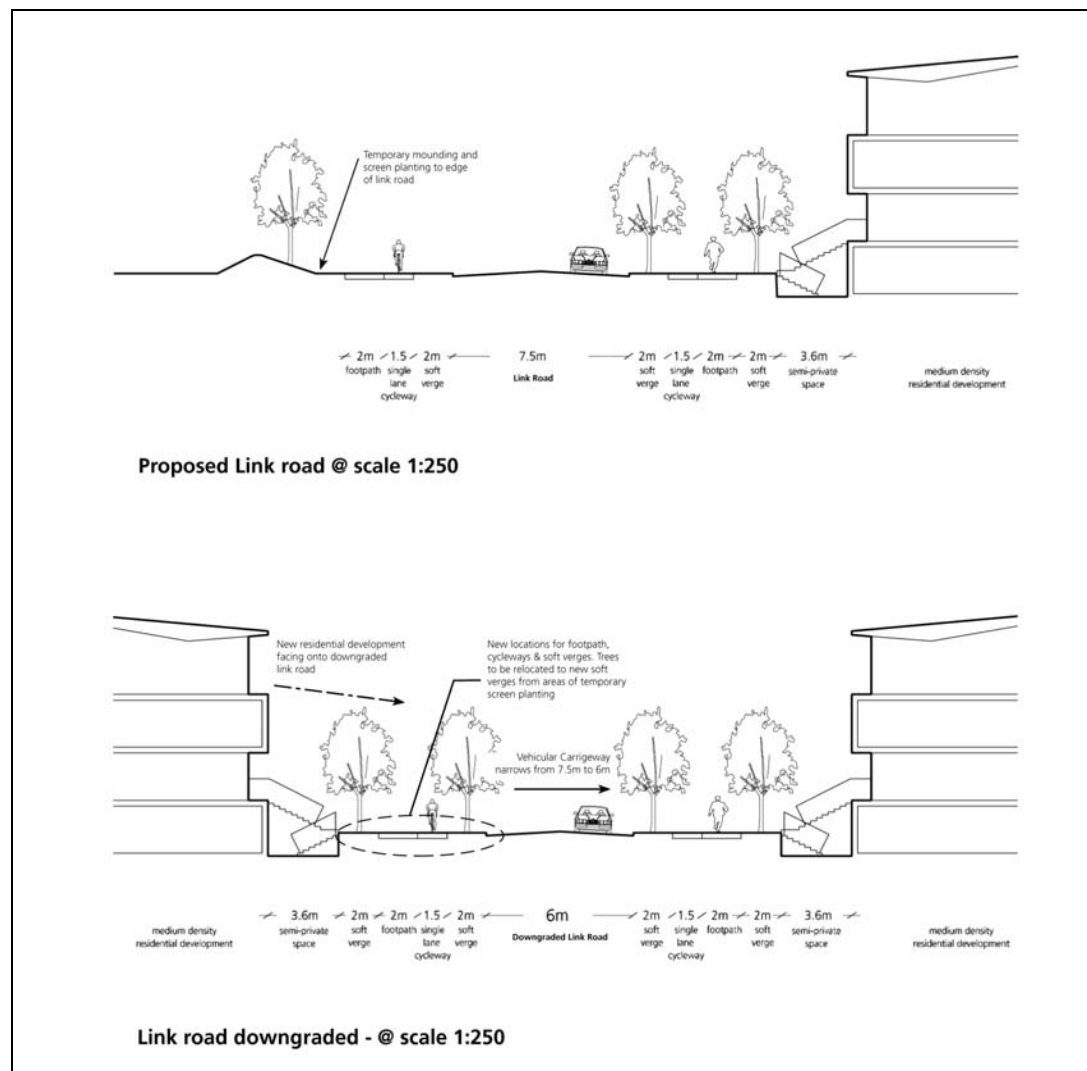
It is anticipated that these secondary carriageways will carry much of the vehicular traffic internal to the AAP lands. These will be linked by the routes through the town centre, an internal link road (see **Maps 1 to 3**) and the Inner Relief Road. As a result all roads within the AAP boundary will remain distributor roads with a local access function.

It is envisaged that the function of roads in the area will change during the implementation of the AAP. In the initial stages, the newly constructed Internal Link Road will mark the boundary of development. Therefore access will be from the southern side of this road only and the carriageway will be 7.3m with 1.75m cycle-paths and 1.5m paths. During the second phase of development the Inner Relief Road will be constructed and this will, in turn, mark the development boundary. At this point, the Internal Link Road will be down-graded to local road status and carriageway narrowed appropriately. Similarly, the third phase of development will render the Inner Relief Road a local, distributor road.

Existing roads will be widened to accommodate increased traffic loads and to provide cycle and pedestrian routes.

In particular, the Old Road will be targeted for upgrading to Regional Road status.

**Figure 10** Indicative Dimensions for the New Internal Link Road Showing how, Over Time, Its Appearance and Function Will Change



Parking and access for residential areas adjacent to the Inner Relief Road should be laid out to enforce the character of this as a distributor road rather than a by-pass. An indicative mechanism for achieving this is set-out on **Figure 11** below.

**Bridging Points**

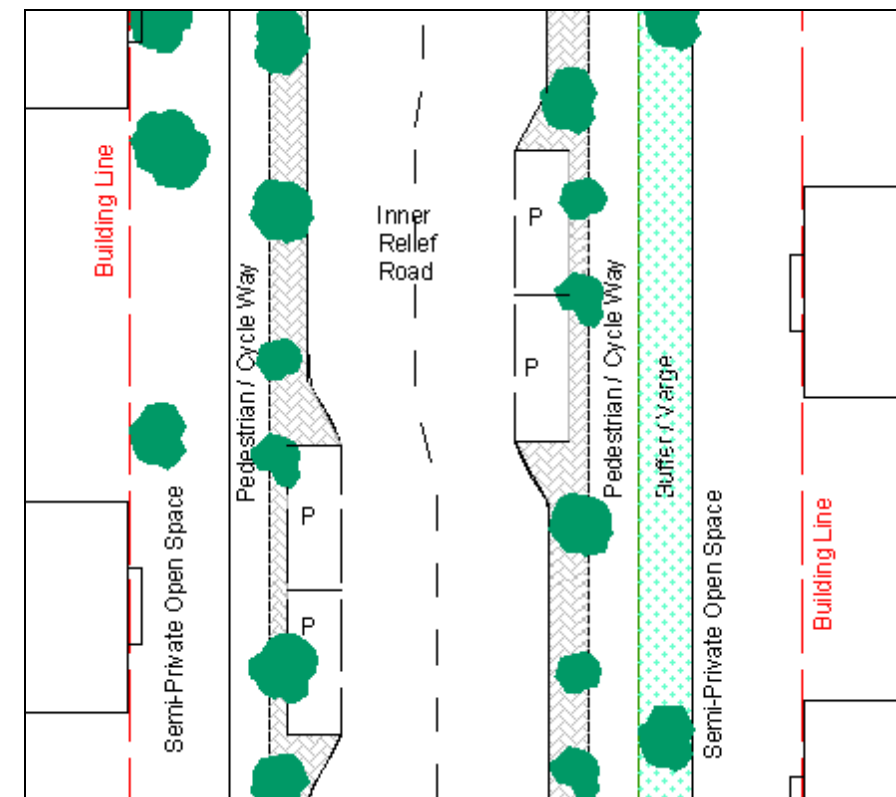
The bridging points over and under the rail-line restrict the carriageways and greatly impact on the ability of these roads to carry greatly increased volumes of traffic.

The bridges at Old Road and Hill Road will be widened to accommodate a 7.3m carriageway as well as 3.25m pedestrian and cycle paths in each direction.

At Dunmurry Road and Green Road, necessary improvements made to increase the carriage capacity and safe use of these routes.

In all cases, any road works required to safely facilitate specific developments must be discussed and agreed with the Roads Department at a pre-application stage.

**Figure 11** Indicative Layout for Parking, Access and Building Orientation along the Inner Relief Road. (Not to Scale)



**Pedestrian and Cycle Facilities**

As walking distances of 2km and cycling distances of 5km are considered reasonable, a high quality pedestrian and cycle network will be provided throughout the AAP lands.

In providing paths adequate provision will be made for buggies and also the mobility impaired. Pedestrian paths should be between 1.5 to 1.8m wide and suitably finished. Similarly, dedicated cycle lanes should measure approximately 1.5m in width.

Where such links are appropriately overlooked, the Council will encourage their provision 'off-road'.

**Development Levies**

It is a policy of the Council to implement its Development Contribution Scheme.