



# **Kill Development Plan 2002**

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

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**APPENDIX 2        DISTRIBUTOR ROAD DESIGN STANDARDS**

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# 1. INTRODUCTION

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## 1.1 Purpose of Plan

The aim of the Kill Development Plan 2002 is:

**To establish a framework for the planned, co-ordinated and sustainable development of Kill and for the conservation and enhancement of its natural and built environment.**

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

The Kill Town Development Plan consists of this Written Statement and attached Map. It is essential that both be referred to in considering the proper planning and sustainable development of the town. The Written Statement takes precedence over the Map should any discrepancy arise between them. The period of this plan shall be taken as being 5 years from the date of its adoption or until it is reviewed or another plan made.

## 1.2 Planning Area

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

As most of the lands within this boundary has now been developed, Kildare County Council has decided to zone additional land in the county area and to designate development boundaries beyond the 1985 boundary. The area to which this plan relates is shown on the attached map.

## 1.3 Review of 1985 Plan

Since the last Kill Development Plan was adopted in 1985, the pressure for growth for Kill has increased substantially. The sustained buoyancy of the economy over the last eight years and resulting escalation in property prices, is greatly increasing the pressure for growth and development in the town. Almost all lands zoned for development within the 1985 town boundary have now been developed (Approx. 3 hectares of land zoned in the '85 plan have remained undeveloped due to lack of access. All other lands zoned for development have either been developed or are committed). Kill is well placed to benefit from growth, and is likely to experience substantial additional development during the period of this plan.

## 1.4 Regional Context

Kill is located within the Mid-East Region and was identified in the *Strategic Planning Guidelines for the Greater Dublin Area* as being within the 'Strategic Green Belt Area', outside the Dublin Metropolitan Area. The strategy advocated by the guidelines is to restrict development within these areas to meet local needs only. The guidelines call for strict control of development in green belt areas so as to secure a clear distinction between urban areas and rural areas.

Kill was identified in the *1999 Kildare County Development Plan* as being a secondary growth centre. Concentrating local growth in Kill is considered the most appropriate way of reducing the pressure for one-off housing and other development in the surrounding countryside, while at the same time providing enough serviced land to satisfy local demand.

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Kill is identified in the 1999 Kildare County Development Plan as being a town of 'Special Townscape/Heritage Character'. The special townscape or heritage character of the village nucleus is recognised. It is a policy of the County Development Plan that this character is respected and that new development in the centre will conform to this.

## 1.5 Sustainable Development

The principles of sustainable development, as set out in the document "*Sustainable Development – A Strategy for Ireland*" published in 1997, have been adopted by the Government. Kildare County Council, through the *Kill Development Plan 2002*, seeks to support this strategy. The Council will seek to integrate its land-use planning with strategic economic, social and transportation planning.

The Council supports Local Agenda 21 and will endeavour to implement the initiative through appropriate actions. These will include the involvement of local communities in the consideration of policies affecting conservation, resources and the environment.

## 1.6 Social Exclusion

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

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

## 1.7 Location

Kill is located approx. 27km from Dublin and approx. 5km east of Naas in north-east Kildare. Kill was bypassed by the N7 Naas dual carriageway in the 1960s.

## 1.8 Town Function and Role

Kill is a service centre for the equestrian industry, with a large number of stud farms, equestrian centres and Goffs Equine Sales Centre located close by. The town also serves as a commuter town for workers in Naas and Dublin.



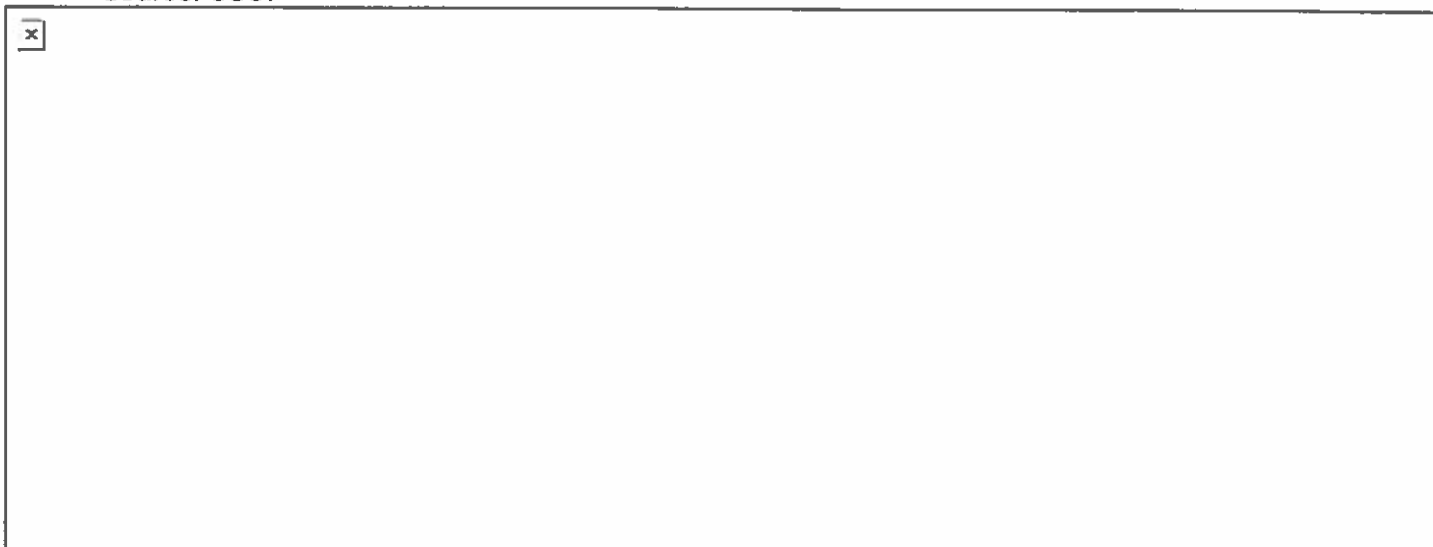
## 1.9 Population

In 1996 the town of Kill had a population of 1,711 persons.

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

	Kill	Average Annual % rate of Change
1971	501	
1979	1,011	+10.0%
1981	1,268	+10.0%
1986	1,503	+3.7%
1991	1,518	+0.2%
1996	1,711	+3.0%

Source: CSO.



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

The population of Kill grew rapidly and steadily in the 1970s, at an average annual rate of 10%. Since 1981 population growth has slowed significantly, with an annual growth rate of approx. 3% between '81 and '96. Estimates based on the number of houses currently existing and under construction in the town suggest that the population at the end of 2001 is approx. 1,870 persons.

There were 496 households within the town in 1996<sup>1</sup> with an average household size of 3.45 persons, slightly higher than the national average of 3.14 persons. Average household size in Kildare is expected to decrease from 3.71 in 1991 to 3.01 by 2006.<sup>2</sup>

The age profile of the town, illustrated in Fig. 1.2, closely matches the national average, with no statistically significant variations.

## 1.10 Population Projections

Population projections for towns such as Kill are particularly difficult because of the town's small size and role as a commuter town for Naas and Dublin. Escalating house prices in the Dublin region and an increase in employment opportunities in north-east Kildare have pushed up demand for housing from commuters in rural villages such as Kill. The future population of the town will be dictated by the availability of housing which, in turn will be dictated by the availability of serviced, zoned land.

<sup>1</sup> Source: CSO

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

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The 1999 Kildare County Development Plan established a target population for Kill of 3,320 by 2006. This represents a population increase of almost 100% over the '96 population in ten years.

## 1.11 Urban Form

The present town of Kill has developed from a small village on the Dublin Naas road. The by-passing of the village in the 1960s saved the town from the disruptive effect of high traffic volumes, with the result that the town has managed to retain its intimate village character. The dual carriageway has also had the effect of forming an eastern boundary to the town.

A relatively large number of housing estates was developed in the 1970s. These estates have tended to be in the form of low density 3 bedroom semi-detached housing, with little variation in mix of size or type development. The village core has seen relatively little development as Naas has served as the primary retail and service centre for the town. While growth in the 1980s was slow, the town is once again undergoing a period of expansion.

## 1.12 Development Vision

The rapid growth Kill is likely to experience over the next five years is both an opportunity and a threat. The danger is that the village's own unique character is swamped by urban sprawl.

On the other hand, the growth in population may allow Kill to develop the critical mass needed to sustain a range of economic and social facilities not currently viable in the town.

**The development strategy of Kildare County Council, as set out in this Development Plan, is to consolidate Kill as a self-sustainable town retaining its own unique village atmosphere and a centre of excellence for the equine industry. In order for this to be achieved the Council recognises that the town must offer living and working conditions, educational, recreational and cultural opportunities of the highest standard in an attractive urban environment and that the existing village core be protected and preserved. The Council aims to achieve this in partnership with the people of Kill.**

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

Kildare County Council aims to achieve this by;

- Protecting and enhancing the unique natural and man-made heritage of the town,
- Making adequate provision for safe and convenient circulation around the town, by foot, bicycle and car.
- Ensuring an adequate supply of serviced, zoned land is made available to accommodate future population and economic expansion.
- Strictly controlling ribbon development and urban sprawl
- Ensuring that adequate recreational facilities are available to the residents of the town and its hinterland
- Ensuring all new development in the town, by the Council or by the private sector, is of the highest standard.

It is envisaged that the centre of the town will remain as the focus for most social, cultural and economic activity. The bulk of residential development will be within a 500m radius of the centre. Pedestrian/cycleway links will be focused on connecting residential areas with the town centre and major recreational areas. Employment and traffic generating activity, whether

industrial, warehousing or office developments, will be concentrated on the fringes on the town with easy access to the N7.

The Council is conscious of the long standing close relationship between the village of Kill and Goffs equine sales centre. While it is considered inappropriate to extend the boundary of the town beyond the N7 to incorporate Goffs' land holding, nevertheless the Council welcomes and supports the proposals from Goffs to further develop their holding as a centre of excellence for the equine industry. The Council intends that an Action Area Plan to guide the future development of Goffs' landholding be drawn up and presented to the Council within one year of the adoption of this plan.

This plan for the future development of Kill is guided by the policies of the *1999 Kildare County Development Plan*, the *Strategic Planning Guidelines for the Greater Dublin Area* (1999), the *1996 Regional Report* of the Mid-East Regional Authority, *Sustainable Development – A Strategy for Ireland* (DoELG 1997) and the policies of the Dublin Transportation Office.

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

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

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## 2.0 DEVELOPMENT POLICY

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## 2.1 Housing Policy

In 1996 there were approx. 500 housing units in Kill. Since 1996, a significant number of new dwellings have been built in the Kill and environs, the vast bulk of them traditional semi-detached houses. As the average household size declines and the number of single and two persons households increases, so the demand for smaller dwellings will increase.

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

### 2.1.1 Social and Affordable Housing

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

In 2001, 70 applicants to Kildare County Council for local authority housing requested to be housed in Kill, 28 of whom chose Kill as their first preference.

While the Council currently has no land bank in Kill it will continue to seek for the provision of additional social and affordable housing to meet local needs and will consider other measures to assist in the accommodation of those on the local authority housing list. These may include joint social and private housing schemes developed through collaboration between private developers and the local authority.

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

A particular difficulty is the availability of land within the town for social housing provision and the relatively high cost of sites. It is the policy of the Council to actively seek for the provision of additional social housing units on suitable sites in Kill.

### 2.1.2 Residential Densities

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

In accordance with the principals of sustainable development, government policy on residential density and *the Strategic Planning Guidelines for the Greater Dublin Area*, higher residential densities may be acceptable within the village centre.

**It is the policy of the Council to encourage infill housing developments and higher residential densities at appropriate locations, subject to a high standard of layout, design and finish.**

The Council is anxious that new residential estates develop as integrated neighbourhoods with a full range of social facilities and access to public transport easily available to their residents. The availability of such facilities will be a material consideration in all residential planning applications.

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## 2.2 Industry and Enterprise Policy

### 2.2.1 Industry and Enterprise Policy

Kill has historically been a service centre for the surrounding rural hinterland. While Kill has never been an industrial centre, a number of enterprises exist within and near the town. Goffs bloodstock sales, Greenhills riding school, Kill International Equestrian Centre and the Ambassador Hotel offer employment close to the town while the engineering group Ascon and Motor Distributors Ltd. are located nearby.

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

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

### 2.2.2 Retail Policy

Naas serves as the principal retail centre for Kill. Retailing in Kill is primarily for convenience goods to serve local needs. The retail centre in Kill is the village centre. In 2001 there is an estimated 1,200m. sq. gross floor area of retail space. The anticipated significant increase in population the town is likely to experience in the period of this plan may lead to some additional demand for retail space in the village.

**It is the policy of the Council that any new retail development should be located within the existing village core.**

### 2.2.3 Tourism Policy

The bloodstock industry offers considerable potential for the development of tourism in the village. All equestrian events pertaining to the 2003 Special Olympics are scheduled to take place at Kill International Equestrian Centre. This event, together with the presence of Goffs Bloodstock Sales nearby, offers the town a unique opportunity to promote itself as a centre of equestrian excellence of international importance.

**It is the policy of the Council to facilitate the staging of the 2003 Special Olympics at Kill International Equestrian Centre and to promote the village as a centre of equestrian excellence.**

## 2.3 Education, Cultural and Community Facilities

### 2.3.1 Community Facilities

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

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

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

### 2.3.2 Crèche and Playgroup Facilities

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

aware of the importance of the provision of adequate childcare facilities in consolidating new and existing communities and as a means of addressing social exclusion and disadvantage.

The Council will seek to facilitate the provision of crèche and playgroup facilities in appropriate location and will require their provision in large residential, commercial and retail developments.

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

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

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

In this regard the location and accessibility of the proposed creche or playschool and size, location and quality of private open space associated with it, will be material considerations. The Council will have regard to the *Childcare Facilities Consultation Draft of Guidelines for Planning Authorities* issued by the Department of the Environment in May 2000 and as subsequently amended.

### **2.3.3 Schools**

The population of Kill is serviced by 1 primary school, Scoil Brighde (331 pupils) located in the village centre. While accommodation is sufficient to meet existing demand, recreation space is inadequate.

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

### **2.3.4 Places of Worship**

Kill is served by St. Brigid's Roman Catholic Church and St. John's Church of Ireland in the village centre. These churches are considered to have adequate capacity to meet demand.

### **2.3.5 Library Facilities**

Kildare County Council Library Service operates a mobile library in Kill.

**It is the policy of the Council to provide a permanent library in the town within the period of this plan.**

### **2.3.6 Health Services**

The South Western Area Health Board operates a Health Centre in the town offering a wide range of medical services. It is recognised that present facilities are inadequate. The Council will facilitate the expansion the health centre in co-operation with the SWAHB.

### **2.3.7 Cemetery**

Kill at present lacks a cemetery to serve the needs of the people of the town. It is the policy of the Council to facilitate the provision of a cemetery on suitably located lands close to the town.

### **2.3.8 Fire Service**

Kill is served by Naas Fire Station. While the fire service is considered adequate to cater for existing demand, the anticipated expansion of the town, together with continued development in the Naas area, will require an enhancement of the capacity of this station.

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## 2.4 Public Utilities Policies

Kildare County Council, together with other utility companies and authorities, provide important services for residents and enterprises in Kill. The Council, both directly and through the facilitation of other utility companies and authorities, will seek to ensure the efficient and effective provision of utility services throughout the town. The Council will support the private provision of public service infrastructure where this facilitates the objectives, aims and policies of the plan.

### 2.4.1 Water Supply

Kill is supplied by the Mid-Regional Water Supply Scheme, taking its supply from the Ballymore Eustace water works operated by Dublin Corporation.

The water supply system in Kill is operating close to capacity. A new reservoir to serve the needs of the town is planned. Pending the upgrade of the system, developers with proposals likely to place a significant demand on the water supply system should consult the Sanitary Services Department of Kildare County Council at an early stage.

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

### 2.4.2 Sewerage

Kill forms part of the *Upper Liffey Valley Regional Sewerage Scheme* which also serves the towns of Naas, Newbridge, Sallins, Clane and Johnstown. The sewage treatment plant at Osberstown has recently been expanded and a further upgrade is planned during the period of this plan to meet anticipated future demand. Provision of separate foul and surface water sewerage systems will relieve the pressure on the foul sewerage network and pumping stations.

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

### 2.4.3 Surface Water Drainage

The Council recognises that surface water drainage in Kill is inadequate and the present practice of disposing of surface water through the combined sewerage network is unsatisfactory. The Council intends to establish separate foul and surface water sewerage networks for the town of Kill. The Council may require on site surface water attenuation measures, if in its opinion, a development is likely to cause flooding or excessive storm surges in existing water courses.

### 2.4.4 Solid Waste Disposal

Refuse collection in Kill is currently carried out by a private contractor on behalf of Kildare County Council. The Council will continue to encourage recycling and the minimisation of waste and will work with the community in the provision of a refuse disposal service and recycling facilities for Kill.

### 2.4.5 Electricity and Telecommunications

Electricity is supplied by the ESB transmission system, which is considered adequate.

Within the town, phone boxes provide a valuable service to the local community. The Council will encourage the provision and renewal of call boxes in the town and will seek consultation with the telecommunication undertakers with regard to location and design.

**It is the policy of the Council to have regard to the "Telecommunications Antennae and Support Structures, Guidelines for Planning Authorities" (DoELG 1996) or as subsequently amended, when considering proposals for telecommunication antennae and support structures.**



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## 2.5 Transportation Policy

### 2.5.1 Access to and from Kill

Kill is located off the N7 Dublin-Naas national primary route. This road is the principal artery linking Dublin with Cork, Limerick, Waterford and the south of the country. The N7 is currently a four lane dual carriageway with a signal controlled at-grade junction serving Kill. It is planned to upgrade the N7 to a six lane dual carriageway with a grade separated interchange serving Kill during the period of this plan. A separate regional road connecting Kill and Johnstown to Naas is also planned.

Development along the N7 will be strictly controlled and existing exits closed where possible.

**It is the Policy of the Council to carry out the upgrading of the road network in conjunction with the NRA.**

The town is also served by bus services provided by Bus Eireann and a private operator.

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

The Council will seek to further develop and diversify this system by encouraging the development of local public transport connecting towns and villages within Co. Kildare in general and with Naas in particular.

### 2.5.2 Access around the town

The basis of the Council's roads policy will be to relieve traffic congestion in the village centre and protect residential areas from incursion by through traffic. Through traffic will be encouraged to divert around the village on the proposed relief roads while the environment in the village centre is made more attractive to pedestrians and cyclists. The Council intends to carry out a traffic management study after the completion of the interchange and implement its recommendations.

### 2.5.3 Parking and Loading

Parking is mostly provided on-street. Car parking in the town is generally adequate.

**It is the policy of the Council to continually review parking requirements in Kill and to seek off-street car parking should the need arise.**

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

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

### 2.5.4 Cycleways and Pedestrian Routes

The Council will seek to establish and provide a network of safe, convenient and pleasant cycle and pedestrian links between the town centre and residential areas. All footpaths will be designed with the needs of the disabled in mind. A vital component in encouraging people to travel by bicycle is the provision of secure cycle parking facilities. The Council will seek for the provision of such facilities as part of new commercial, educational, recreational and large retail facilities.

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

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## 2.6 Open Space, Recreation and Amenity Policies

### 2.6.1 Recreation Facilities

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

The provision of recreational open space for the school is considered inadequate and the Council will assist in the provision of appropriate, conveniently located recreational open space to serve the school.

The Council supports the local community in its endeavours to create a town park, play ground and all-weather sports pitch.

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

### 2.6.2 Provision of Open Space

The provision of attractive recreational open space is an essential component of the Council's vision of developing Kill. The quality and location of such space is as important as the quantity.

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

### 2.6.3 Provision of Play-grounds

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

### 2.6.4 Protection of Existing Open Space

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

In certain circumstances, where proposed developments are considered to be in the best interests of the general community, the Council is willing to facilitate the re-location of some facilities, on condition that the overall level of sports facilities in the town and environs is not diminished. However the loss of existing public or private recreational open space will normally be resisted by the Planning Authority unless alternative recreational facilities are provided at a suitable location, or it can be demonstrated that there is not sufficient demand to sustain the facility.

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

### 2.6.5 Village Centre

Kill was, until recently, a village catering for a population of under 600 persons. Despite the three-fold increase in population since the 1970s, the village has managed to retain an attractive, small scale village atmosphere. This quality can largely be attributed to the on-going work of the Kill Tidy Town Committee. The Council appreciates the dedication of this committee over the years and will support it and other community groups in the maintenance and enhancement of the village.

**It is the policy of the Council to reinforce the village centre as the heart of Kill and to improve its environment.**

## 2.7 Environment and Conservation Policies

The natural and built environments make vital contributions to the quality of life in Kill. The Council will require new development to be sympathetic to existing structures, particularly in the village centre. The Council will also seek to promote environmental awareness and good practices, together with high standards of design in all development proposals.

### 2.7.1 Buildings and Structures

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

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

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

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

### 2.7.2 Pollution Prevention and Protection of the Natural Environment

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

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

The Council recognises the importance of protecting established wildlife habitats.

**It is the policy of the Council to refuse planning permission for development that would create unacceptable air, water, noise or other pollution or nuisance and to protect, preserve and enhance existing hedgerows and other wildlife habitats, the Kill and Hartwell Rivers.**

### 2.7.3 Trees

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

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

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

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

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

#### **2.7.4 Control of Litter**

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

#### **2.7.5 Archaeology**

The Urban Archaeological Survey commissioned by Duchas has identified a zone of archaeological potential in Kill. This is identified in Map 1 accompanying this plan. It is the policy of the Council to ensure an archaeological investigation of a site is carried out by an archaeologist licensed by Duchas, prior to any development works within this zone. The carrying out of such a survey will be a condition of any planning permission granted within this zone which may damage or disturb archaeological deposits and will be carried out at the expense of the developer.

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### **3.0 DEVELOPMENT OBJECTIVES**

## 3.1 Land Use Zoning

The purpose of land use zoning is to indicate the planning authority's intentions for all lands within the boundaries of Kill. The land use zoning objectives are detailed below and are shown on the Land Use Zoning and Specific Objectives Maps at the back of this plan. A range of land uses are listed in the matrix in fig. 3.1 (page 18) together with an indication of their broad acceptability in the different land use zones.

### 3.1.1 Permitted in Principle

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

### 3.1.2 Open for Consideration

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

### 3.1.3 Not Permitted

Land uses which are not indicated as 'Permitted in Principle' or 'Open for Consideration' will not be permitted.

### 3.1.4 Other Uses

Proposed land uses not listed in the matrix in table 3.1 will be considered on the merits of the individual planning application, with reference to the most appropriate use of a similar nature indicated in the table and in relation to the general policies and zoning objectives for the area in question of the Plan.

### 3.1.5 Non-Conforming Uses

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

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

### 3.1.6 Transitional Areas

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

In zones abutting residential areas, particular attention will be paid to the uses, scale, density and appearance of development proposals and to landscaping and screening proposals in order to protect the amenities of residential properties.

Development abutting amenity and open space will generally facilitate the passive supervision of that space, where possible by fronting onto it.

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

y = permitted in principal, o = open for consideration, n = not permitted

**Fig. 3.1 Land Use Zoning Matrix**

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## 3.2 Use Zoning Objectives

### 3.2.1 Zoning Objective A Village Centre

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

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

### 3.2.2 Zoning Objective B Existing Residential/Infill

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

This zoning principally covers existing residential areas. The zoning provides for infill development within these existing residential areas. The primary aims of this zoning objective are to preserve and improve residential amenity and to provide for further infill residential development at a density that is considered suitable to the area and to the needs of the population. Such areas, particularly where bordering the commercial centre, will be protected from the pressure of development of higher order uses such as retail and offices.

### 3.2.3 Zoning Objective C New Residential Development

*To provide for new residential development.*

This zoning provides for new residential development and associated local shopping and other services incidental to residential development. While housing is the primary use in this zone, recreation, education, creche/playschool, clinic/surgery uses, sheltered housing and small corner shops are also envisaged, subject to the preservation of neighbouring residential amenity. A limited number of apartments is acceptable in this zone. However apartments should not consist of more than 25% of the total number of residential units proposed in any scheme. Permission may also be granted for home based economic activity within this zone, subject to the preservation of residential amenity and traffic considerations. New residential areas should be developed in accordance with a comprehensive plan detailing the layout of services, roads and the landscaping of open space.

Some of the lands zoned 'New Residential' (identified on the Map) have been identified for low residential development. Development of not more than 6 houses to the acre will be acceptable in this area.

### 3.2.4 Zoning Objective D General Development

*To provide for general development*

This zoning encompasses lands within the 1985 Development Boundary that have not yet been developed. While a wide range of uses is acceptable in this use zoning objective, particular care must be taken to ensure proposed uses are compatible with neighbouring uses. In this regard paragraph 3.1.7 is particularly relevant.

### 3.2.5 Zoning Objective E Open Space and Amenity

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

The areas included in this zoning objective cover both private and public open space and are dispersed throughout the town. The aims of this land use zoning objective include; to protect and provide for recreation, open space and amenity; to protect and maintain public open space; to preserve private open space and to provide recreational facilities. The Council will not normally permit development that would result in a loss of open space within the town except where specifically provided for in this Development Plan.



### **3.2.6 Zoning Objective F Institutional**

*To provide for educational and community facilities*

This zoning objective provides for civic, religious, community and educational facilities including schools, health care, fire station, churches meeting halls and other community and recreational facilities

### **3.2.7 Zoning Objective G Equestrian**

*To develop Kill Equestrian Centre*

The purpose of this zoning is to facilitate the further development of Kill International Equestrian Centre. The primary use within this zone is equestrian related activities such as stabling, indoor and outdoor performance arenas, hay barns, veterinary centre and associated offices and car parking. Self-catering and hotel accommodation associated with the equestrian centre may be acceptable in this use zoning objective. Development proposals for this land use zoning must be presented in the context of a master plan for the development of the entire zone.

### **3.2.8 Zoning Objective H Industrial**

*To provide for industrial development*

The purpose of this use zoning objective is to provide for existing and new light industrial and warehouse uses. While offices and other uses associated with light industry or warehousing are permitted, retail warehousing is not permitted in this zone.

### **3.2.8 Zoning Objective J Agricultural**

*To retain and protect agricultural uses*

The purpose of this use zoning objective is to retain and protect existing agricultural uses and protect them from urban sprawl and ribbon development. Uses which are directly associated with agriculture are open for consideration. This includes limited housing for member's of landowners' families who can demonstrate a need to live in the agriculture zone, in accordance with the Council's policies of housing in rural areas.

## **3.3 Specific Objectives**

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

## **3.4 Housing and Residential Objectives**

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

- HR1 Ensure a high standard in design, layout, provision of open space and landscaping and variation in house type and size in new residential development,
- HR2 Co-ordinate the provision of roads and other services to new housing developments
- HR3 Ensure the development of safer housing areas by encouraging layouts which facilitate pedestrian and bicycle movement and restrict traffic speeds,
- HR4 Prohibit ribbon development along routes into the town,
- HR5 Encourage the provision of landscaped pedestrian and bicycle links between and within estates and between residential areas and the town centre.
- HR6 Preserve and reinforce existing mature trees and hedgerows in new residential areas,

- 
- HR7 Ensure that infill development is in keeping with existing development in the vicinity in terms of scale, character and finishes.
  - HR8 Ensure that all extensions to residential buildings are sympathetic in massing and scale to the existing building,

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

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

### 3.5 Industry and Commercial Objectives

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

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

#### 3.5.1 Retail Objectives

It is an objective of the Council to;

- IC4 Encourage the upgrading and expansion of existing retail outlets in the town centre,
- IC5 Encourage the use of upper floors in retail premises for commercial or residential use,
- IC6 Prohibit the development of large scale retail and retail warehouse developments on the outskirts of the town in accordance with the *2001 Retail Planning Guidelines* (or as subsequently amended).

#### 3.5.2 Tourism Objectives

It is an objective of the Council to;

- IC7 Support the efforts of Bord Failte, The Midlands East Regional Tourist Authority and the private sector in developing the tourism industry
- IC8 Protect and enhance the natural and built heritage of the town through the various conservation measures outlined elsewhere in this plan.
- IC9 Facilitate the holding of the Special Olympics Equestrian events in Kill in 2003.

### 3.6 Education Cultural and Community Objectives

#### 3.6.1 Health Services

It is an objective of the Council to;

- ECC1 Co-operate with the South Western Area Health Board in the provision and expansion of health and social facilities and sheltered housing.

### **3.6.2 Education**

It is an objective of the Council to;

- ECC2 Co-operate with the Department of Education and Science and the local school management board in the provision of an adequate number of school places to serve the needs of the town's population,
- ECC3 Facilitate the development of sports, recreational and cultural facilities for the school.

### **3.6.3 Library Service**

ECC4 It is an objective of the Council to provide a permanent library in the village centre.

### **3.6.4 Cemetery**

ECC5 Investigate the provision of an appropriate site for a cemetery to serve the needs of the village of Kill.

## **3.7 Utility Services Objectives**

### **3.7.1 Water Supply**

It is an objective of the Council to;

- U1 Provide sufficient water to serve all lands zoned for development in this plan,
- U2 Minimise wastage in the water supply network,
- U3 Preserve free from development the way leaves of all public water mains.

### **3.7.2 Sanitary Services**

It is an objective of the Council to;

- U4 Ensure the necessary drainage to serve the needs of all development are provided,
- U5 Prohibit the connection to the sewerage system of any proposed development out of phase with the overall development of the town or where the existing services are committed for other development,
- U6 Ensure the separation of foul and surface water effluents through the provision of separate sewerage and surface water run-off networks,
- U7 Ensure the changeover from septic tanks to mains connections in all cases where this is feasible,
- U8 Preserve free from development the way leaves of all public sewers,
- U9 Maintain and improve existing sewerage services,
- U10 Require on-site surface water attenuation measures where necessary

### **3.7.3 Solid Waste and Recycling**

It is an objective of the Council to;

- U10 Ensure Kill has an adequate solid waste collection system,
- U11 Regulate private contractors under the 1996 Waste Management Act by issuing refuse Collection permits when the appropriate regulations are made by the Department of Environment and Local Government,
- U12 Endeavor to ensure that the public has easy access to recycling banks by arranging for the provision of bring banks where possible in easily accessible locations,
- U13 Continue to work with and encourage the local community regarding waste management issues through the Kildare Integrated Waste Initiative (KIWI) programme.

## 3.8 Transportation Objectives

### 3.8.1 Roads and Streets

It is an objective of the Council to;

- T1 Protect routes of future roads listed hereunder from development;
- 1 Proposed Kill-Johnstown road (d) to the Hartwell Rd. (k)  
(This road is intended as the primary relief road to take industrial and commercial traffic from the Hartwell Rd. to the N7.)
  - 2 Main St next to the Ambassador Hotel (g)  
to the Proposed Kill-Johnstown road (d).
  - 3 Main St. (j) to Hartwell Rd. (k).  
(This road will be a distributor road intended to serve adjacent development and to access the proposed school. It will be designed to have a maximum design speed of 30mph and incorporate cycle tracks and footpaths. This road will only be completed after the T1.1 road objective is realised.)
- T2 Carry out the following road improvements;
- 1 Realign and improve the N7.
  - 2 Realign and improve Main St. (b) to the Development Boundary (a),
  - 3 Realign and improve Main St. (c) to the Development Boundary (f),

### 3.8.2 Pedestrian

It is an objective of the Council to;

- T4 Provide footpaths at the following locations;
- 1 At the northern side of Main St. from the Ambassador Hotel to the existing footpath
  - 2 Between Hartwell Green and St. Patrick's Park
  - 3 Between Hartwell Green and the houses on the southern side of Hartwell Rd.
  - 4 Construct a pedestrian bridge over the widened and realigned N7 from the Catholic Church to Straffan road.

Ensure all footpaths are designed and constructed to cater for the needs of people with disabilities and the mobility impaired.

- T5 Provide Public Lighting at the following locations;
- 1 At the northern side of Main St. from the Ambassador Hotel to the existing footpath.
  - 2 Between Hartwell Green and St. Patrick's Park
  - 3 Between Hartwell Green and the houses on the southern side of Hartwell Rd.

### 3.8.3 Traffic and Parking

T6 It is an objective of the Council to;

- 1 Investigate the provision of additional off-street public car parking in the town centre,
- 2 Provide disabled car parking spaces at appropriate locations throughout the town and ensure all new development has adequate provision for parking for the disabled,
- 3 Ensure the provision of permanent durable surfaces to all public and private car parking facilities,
- 4 Provide passive traffic calming measures in the village centre, near the existing and proposed school site and elsewhere at appropriate locations as the need arises.
- 5 Seek the removal of industrial and commercial vehicles passing through the village.

### 3.8.4 Public Transport

T7 It is an objective of the Council to;

- 1 Co-operate with Bus Eireann and private operators in ensuring an adequate bus service in the town and in the provision of bus stops at appropriate locations,

- 2 Ensure where possible all public transport is accessible to the disabled.
- 3 Promote the further development of the local public transport network linking the towns and villages of County Kildare.

### 3.8.5 Cycling

- T8
- 1 It is an objective of the Council to ensure adequate secure bicycle parking facilities are provided as part of new educational, recreational and commercial developments.
  - 2 Investigate the feasibility, and construct where possible, cycle tracks at the following locations;
    - 1 from the GAA Club (c) to the school (J)
    - 2 from the equestrian centre (e) to Main St.
    - 3 from the proposed school site (h) to Main St. and
    - 4 along the proposed distributor road from Hartwell Rd. (k) to Main St.(j)

## 3.9 Open Space, Recreation and Amenity Objectives

It is an objective of the Council to;

- OSA1 Provide and facilitate the provision of suitably located land for community use,
- OSA2 Co-operate with community and sports bodies in the development of a town park and other recreational areas in the town,
- OSA3 Protect existing open spaces and recreational uses from encroachment by other uses.
- OSA4 Preserve the townscape character of the town centre with its pattern of one and two storey buildings with pitched slate roofs.
- OSA5 Encourage the undergrounding of utility cables in the town centre,
- OSA6 Strictly control advertising and seek to remove existing established signage (in particular neon and plastic signs) which is visually obtrusive or out of scale with the character of the village centre.

## 3.10 Environment and Conservation Objectives

### 3.10.1 Protected Structures

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

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

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

- EC2 It is an objective of the Council to assist owners of such properties in their maintenance and repair through advice and grant aid under the Building Conservation Grants scheme operated by the Department of Environment and Local Government.

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

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

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

Reference	Item and Location	Description
IP 1	St. Brigid's Church	building
IP 2	Old school house in the grounds of St. Brigid's	building
IP 3	St. John's Church of Ireland	building
IP 4	The Bungalow	building
IP 5	Motte and enclosure site, Killhill	monument

Table 3.2 Protected Structures

### 3.10.2 Tree Protection Orders

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

- 1 trees in the grounds of St. John's Church
- 2 in the grounds of the house adjacent to St. Brigid's Church
- 3 along the Main St.
- 4 adjacent to the Kill River.
- 5 in the grounds of Corain Mhuire, Kill East

### 3.10.3 Archaeology

An area of the town (delineated in Map 1) has been recognised by Duchas as being a Zone of Archaeological Potential.

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

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

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## 4.0 DEVELOPMENT CONTROL

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## 4.0 General

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

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

Development Control will be exercised by the Council in a positive manner, in accordance with the proper planning and sustainable development of the town.

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

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

In cases where development has commenced or is being carried out without planning permission or in breach of a permission, the Council will take enforcement action.

## 4.1 Development Standards

### 4.1.1 Zoning

The Council will seek to secure the development of lands and properties in accordance with the zoning and other objectives set out in Section 3 of this plan.

### 4.1.2 Site Coverage

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

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

### 4.1.3 Plot Ratio

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

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



#### **4.1.4 Building Lines**

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

Generally, in determining applications for development works the Council will seek to ensure that development is not carried out in front of established building lines or in a position where it would be in conflict with the building lines determined by the Council to be appropriate for that area. However, in specific situations, it may not be in the interests of good planning to enforce a rigid standard for building lines. Consequently, the Planning Authority, in the interests of maintaining a good townscape, will examine each application on its own merits.

#### **4.1.5 Building Heights**

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

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

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

#### **4.1.6 Drainage**

Developers will be required to provide separate foul and surface water drains.

#### **4.1.7 Car Parking**

In all developments the Planning Authority will normally require the provision of car parking spaces within or convenient to the site of the development. The provision should be based on the extent to which the development is likely to generate demand for additional parking spaces. The parking standards given in Table 4.1 shall apply.

Car parking bays will be a minimum 2.4 x 4.8m with a circulation aisle of minimum 6m in width. Loading bays will be a minimum 6 x 3m.

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

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

**Table 4.1 Car Parking Standards**

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

Where the provision of car parking is required by this plan, such provision may be met by providing the required spaces within the development or, where the council requires, by a contribution in accordance with the powers contained in the 2000 Planning and Development Act.

#### 4.1.8 Parking for the Disabled

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

#### 4.1.9 Bicycle Parking

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

Type of Development	Relevant Cycle Parking Standards
House and flats	1 stand per dwelling
Shops	1 stand for every 200 sq.m. of gross floorspace
Offices and industry	1 stand for every 200 sq.m. of gross floorspace
Warehousing	1 stand for every 250 sq.m. of gross floorspace
Theatre, cinema, church, stadium	1 stand for every 20 seats
Hotels, guest houses	1 stand per 4 bedrooms
Bars & Restaurants	1 stand for every 30 sq.m. of public floorspace
Function-room, dance halls, clubs	1 stand for every 30 sq.m.
Playing fields	4 stands per pitch
Schools	1 stand per 10 pupils

**Table 4.2 Bicycle Parking Standards**

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

#### **4.1.10 Public Utilities**

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

#### **4.1.11 Environment**

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

#### **4.1.12 Noise**

The Council will seek to ensure that new development does not cause an unacceptable increase in the noise levels affecting surrounding properties.

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

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

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

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

## **4.2 Residential Design Standards**

#### **4.2.1 Residential Density**

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

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

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

Existing residential densities vary considerably throughout the town. The Council will seek to promote appropriate levels of higher residential densities in the village centre.

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

Subject to the over-riding density control for each zoning objective, indicative densities for various types of residential development are identified in the following table. These standards

may be altered in the light of planning advice and guidance from the Department of the Environment and Local Government and revised legislation.

Where the Planning Authority grants permission for higher density developments, the Council reserves the right to request developers to contribute towards the cost of providing larger areas of open space and/or recreational facilities elsewhere in the town.

**Table 4.3** Indicative residential densities per acre

	Indicative residential density per acre
2 storey buildings of apartments	15 dwelling units
3 storey buildings of apartments	20 dwelling units
Terraced housing and maisonettes <sup>3</sup>	10 dwelling units
Semi-detached houses	8 dwelling units
Detached houses	6 dwelling units

#### **4.2.2 Design of Layouts**

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

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

1. The need for land to be used economically;
2. The capacity of the infrastructure to cater for the design population;
3. The adequacy of present and future community facilities;
4. Appropriate density;
5. Adequate privacy for individual houses, flats etc.;
6. The safety of proposed layouts and the capacity of existing roads to absorb future development;
7. Adequate provision for car parking, open space, landscaping and planting; and
8. Integration with existing development and the preservation of features on site.

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

The Council encourages a mix of residence sizes and layouts. Apartments, maisonettes, terraced housing, detached and semi-detached housing can be combined to create interesting and innovative layouts while at the same time ensuring the most efficient use is made of the land available. Thus, for example, two or three storey apartment/maisonettes may be located on corner sites to form a gateway into a cluster and allow the designer more flexibility in the use of awkward sites.

Three storey apartment or maisonette development may give a more appropriate scale fronting on to large open spaces or wide distributor roads, while more intimate spaces can be created with traditional two storey houses developed in clusters to the rear. Terraced housing can create a stronger sense of enclosure than semi-detached or detached houses. The judicious siting of single aspect housing, where the private open space to the front of the house is minimal, can reduce the apparent width of the roadway, again helping to define and enclose a semi-private space and acting as a traffic calming measure.

Housing schemes designed in accordance with An Foras Forbatha's 'Streets for Living' (1976), Places, Streets and Movement (DETR, London, 1998) the 'Essex' and 'Cheshire' design guides

<sup>3</sup> For the purpose of this plan a house and a maisonette is defined as a dwelling with its own external access, an apartment, flat or duplex is a dwelling accessed from an internal lobby or hallway.

(published by the eponymous English County Councils) shall be particularly encouraged. The Planning Authority will give advice to estate designers and builders and may permit a higher density where 'courtyard' or 'precinct' type layouts are proposed.

#### 4.2.3 Road Layouts in Residential Areas

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

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

Distributor roads must be not less than 7.3m.

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

#### 4.2.4 Car Parking in Residential Areas

Car parking standards are laid out in table 4.1. Car parking should be within the curtilage of the site where possible. While grouped car parking is acceptable, for security reasons car parking should always be overlooked by housing. No more than 10 car parking spaces should be grouped together. The visual impact of large areas of car parking can be reduced by the judicious use of screen planting, low walls and the use of different textured or coloured paving for car parking bays.



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

#### 4.2.5 Sub-Standard Development

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

#### 4.2.6 Pedestrian and Cycle Access

The Planning Authority intends that provision be made for main pedestrian and cycle links between the various centres of activity in the town and between the town centre and residential areas. All existing pedestrian routes will be preserved. New pedestrian routes should be designed with the security and safety of users in mind.

Generally, people prefer to walk along roads and streets where they can be seen by drivers, residents and other pedestrians. If segregated pedestrian routes are to be provided, they must be well-connected, well lit and overlooked by houses and other buildings. Pedestrian routes through backland areas are unacceptable.

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

#### **4.2.7 Private Open Space**

Privacy is an essential part of human living and is particularly important in relation to homes. Private open space should be designed for maximum privacy and orientated for maximum sunshine and shelter. Access and layout should ensure normal household activities such as refuse and fuel storage, clothes drying etc. can be carried out comfortably. The Council will also seek to ensure that neighbouring residential amenity is protected.

An absolute minimum private open space of 80 m. sq. will be required for all houses. The standards to be applied for private open space provision per bed-space<sup>4</sup> are 20 sq. m. for houses, apartments and flats. (Thus a standard 3 bedroom house, with one single bedroom and two double bedrooms, would require private open space of not less than 100 m. sq.). Car parking bays are not considered in private open space calculations. A minimum 2.5m is required between the gable walls of houses to facilitate maintenance. In addition a minimum of 22 m will normally be required between directly opposing first floor rear windows.

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

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

#### **4.2.8 Public Open Space and Landscape Considerations**

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

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

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

Open space must be considered as an integral part of the design and should always be overlooked by as many houses as possible. Incidental space and 'space left over after planning' will not be acceptable as open space provision. Areas of road, grass margin, car parking and communal open space not accessible to the general public shall not be considered open space.

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

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<sup>4</sup> A bedroom of not more than 10 sq. m is considered to be one bed-space while a bedroom of 10 sq. m. or above is considered to be two bed-spaces.

Where, in the opinion of the Planning Authority, it would not be in the interests of the proper planning and sustainable development of the area to require the provision of open space to the above standards, the Planning Authority may require a developer to pay a stated sum of money towards the cost of providing open spaces and/or recreational facilities elsewhere in the town. Thus, in areas close to existing public amenity/open space areas, the developer may be required to contribute towards the cost of recreational facilities elsewhere in the town, rather than provide additional open space in the immediate vicinity. Such a requirement will be in the form of a condition attached to the grant of planning permission.

The developers will be required, at their own expense, to vest all open spaces in the Council ownership as public open space in the taking-in-charge of the estate. As the Council does not have a Parks Department or other resources to maintain public open spaces, a management plan for the maintenance of open space should be provided as part of the development proposal. This plan will outline how, and by whom (whether a management company or the residents themselves), the open space will be maintained.

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

The landscaping should be appropriate to the function of the space and proposed long term maintenance plan. Thus, while seeding with grass may be appropriate for larger 'kick about spaces', grass cutting is high maintenance. Tree and shrub planting, or decorative paving, are lower maintenance alternatives which may be more appropriate in smaller and highly trafficked spaces. Inappropriate species, such as cherry, poplar and horse chestnut should not be planted near walls, roads or paved areas as they can undermine foundations.

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

Where town centre or infill development is proposed, particularly apartments and flats, a reduction in the levels of public open space provided per unit may be considered acceptable if the quality of building and landscape design is sufficiently high. The developer will be required to provide sufficient detail in his application, including a detailed planting schedule, fully rendered drawings and samples of proposed materials for such an assessment of quality to be made.

#### **4.2.9 Apartment Developments**

Apartment developments should be of high quality incorporating car and bicycle parking facilities (see tables 4.1 and 4.2) and refuse storage areas for the use of all residents. Refuse stores should be conveniently located, well ventilated and comply with all public health and fire safety requirements. A minimum internal storage areas of 5 cubic meters should be provided within each dwelling unit. Where combined kitchen/living areas are proposed, the apartments should have separate facilities for clothes washing and drying.

Entrance hallways, stairs and corridors should be well designed with good lighting and ventilation. Vertical and horizontal circulation should be arranged so that corridors do not extend more than 15 m from a widened 'landing' area, that should include natural lighting where possible. Corridors should be widened at entrances to apartments.

Service ducts serving two or more apartments should, as far as practicable, be accessible from common circulation areas for maintenance purposes. The number of apartments served by a single lift/core should not exceed 30 units.

The Council requires that an adequate level of public open space be provided for residents. (see par. 4.2.8). Where it is not possible to provide an adequate level of open space on the site

of the apartment block the developer will be required to make a contribution to the Council towards the provision of public open space that facilitates the occupants of the apartments.

#### **4.2.10 Infill Development**

Infill development policies apply to areas that are largely built up and where the proposal is not of such a scale that it represents a major addition to, or redevelopment of, the existing physical fabric. The design of new development in these areas must be in sympathy with the existing character and must protect and, where possible, enhance amenity. Proposed development must have due regard to the surrounding environment and predominant design features, the existing residential density and the existence of particular elements such as towers, groups of trees, listed buildings or open spaces.

In infill development the proposed building should relate to the overall character of the area. Particular regard should be had to materials and finishes proposed in this context. It is an objective to seek to provide public open space to Development Plan standards in infill areas. However where this is not possible or desirable, the Council may require a financial contribution towards the improvement of existing open space or recreational facilities.

#### **4.2.11 Street Lighting**

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

#### **4.2.12 Road Names**

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

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

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

#### **4.2.14 Services**

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

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

Landscape features and utilities should be co-ordinated, with services bunched where necessary, to avoid tree pits.



## 4.3 Retail Development

### 4.3.1 Petrol Filling Stations

Petrol filling stations must be located on the outskirts of the town but inside the 30mph or 40 mph speed limits. The preferred location is the near side of the roadway on the way out of town. Filling stations will not be allowed in open country, within the town boundary. Access to/from the proposed filling station must be in accordance with the Council's requirements, relating to each site.

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

### 4.3.2 Gaming and Amusement Arcades

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

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

### 4.3.3 Hot Food Take-Aways

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

### 4.3.4 Shop Front Design Standards

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

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

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

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

Externally mounted loudspeakers are unacceptable.

Internally lit neon signs, flashing, reflectorised or glitter type signs located on or visible from the exterior are unacceptable. Signs and advertising of excessive size or number, or projecting above the parapet/eaves height or outside the bulk of the building are unacceptable. Where brand or corporate signage is permitted it will be expected to be in a form and design which is compatible with the streetscape. Compatibility with the streetscape and individual buildings will be considered more important than the uniformity between branches of a company.

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

## 4.4 Advertising and Signage

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

### 4.4.1 Location of Advertising

The Council is opposed to advertisements in residential areas, on or near buildings of architectural or historical importance, adjacent to amenity and recreational areas. As advertising is an accepted part of commercial and shopping activity, appropriate levels and types of it will generally be allowed on commercial buildings and shops. Control will be exercised to prevent clutter in any location and to limit the size and number of signs on any building. Roadside hoardings will not be permitted.

### 4.4.2 Design of Advertising

The Council will seek to avoid a proliferation of advertisements in the town. Proposals for signs and advertising structures should be in scale and harmony with the surrounding environment, should not interfere with the safety and free flow of traffic and should not obscure traffic signs.

Signage that interferes with windows or other features of a building façade, projects or obtrudes, in whole or part, above the eaves of the building or skyline is not acceptable.

### 4.4.3 Temporary and free standing Advertisements

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

## 4.5 Telecommunications Masts and Satellite Dishes

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

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

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

## 4.6 Environmental Impact Assessments

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

## 4.7 Care for People with Disabilities

The Council shall require all public footpaths and pedestrian links to be accessible to people with disabilities. Street furniture shall be placed so as not to impede wheelchairs, prams and buggies. Footpaths must be ditched and marked by stippled paving at crossing points.

## 4.8 Development Contributions and Cash Deposits

### 4.8.1 Development Contributions

The Planning Authority, taking into consideration the capital expenditure necessary for the provision of infrastructure required to facilitate development, will require financial contributions in relation to drainage, water supply, roads, open space and car parking. It is the policy of the Council that the rate of contribution in respect of development will be assessed on an individual basis, except where overall contributions are warranted (e. g. for mains water supply over the town as a whole). The Council may update the amount of contribution annually, having regard to the rise in the building cost index or in the consumer price index, as appropriate.

The Council may also impose a levy on all planning permissions to assist the Council in carrying out the objectives contained in this plan.

### 4.8.2 Cash Deposits and Bonds

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

## 4.9 Planning Advice and Guidance

### 4.9.1 Planning Clinics

The Council operates a system of free planning advice where intending developers or individuals can avail of guidance on all planning matters. It is intended to operate this system for the period of this plan. All persons contemplating development are strongly advised to consult with Council planning officials prior to submitting planning applications. Even in the event that intended development is exempt and therefore does not require planning permission, developers are advised to consult with the planning authority before beginning work, so as to satisfy themselves that no planning permission is required. It is Council policy to give this advice without charge.

### 4.9.2 Publication of Guidance

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

### 4.9.3 Co-operation with Voluntary Bodies.

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

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## Appendix 1    MAPS



KILDARE  
COUNTY  
COUNCIL

KILL DEVELOPMENT PLAN 2002

County Secretary's Office  
St Mary's, Naas.  
RECEIVED  
4 MAR 2002

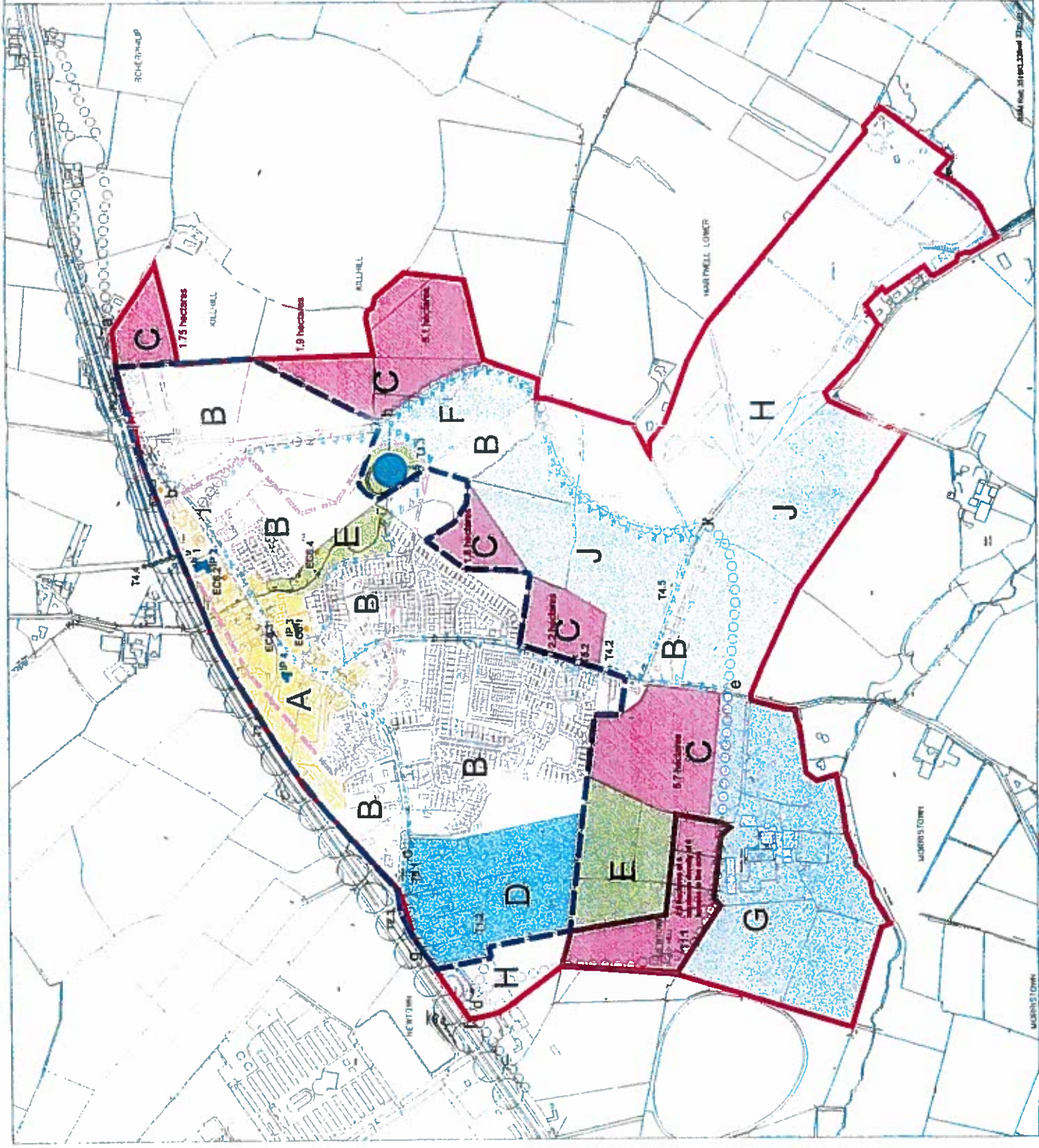
LAND USE ZONING AND SPECIFIC OBJECTIVES

- A: Village Centre
- B: Existing Residential
- C: New Residential
- D: General Development
- E: Open Space / Amenity
- F: Institutional
- G: Equestrian
- H: Industrial
- J: Agricultural
- 2002 Development Boundary
- 1985 Development Boundary
- Zone of Archaeological Potential
- Protected Structure Objective
- Roads and Traffic Objective
- Cycle Path Objective
- Tree Preservation Order Objective

04 MAR 2002  
RECEIVED

Note: The line of road and cycle path objectives illustrated are indicative only.  
To be read in conjunction with written statement.

Map No.1 March 2002



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## **Appendix 2     DISTRIBUTOR ROAD DESIGN STANDARDS**

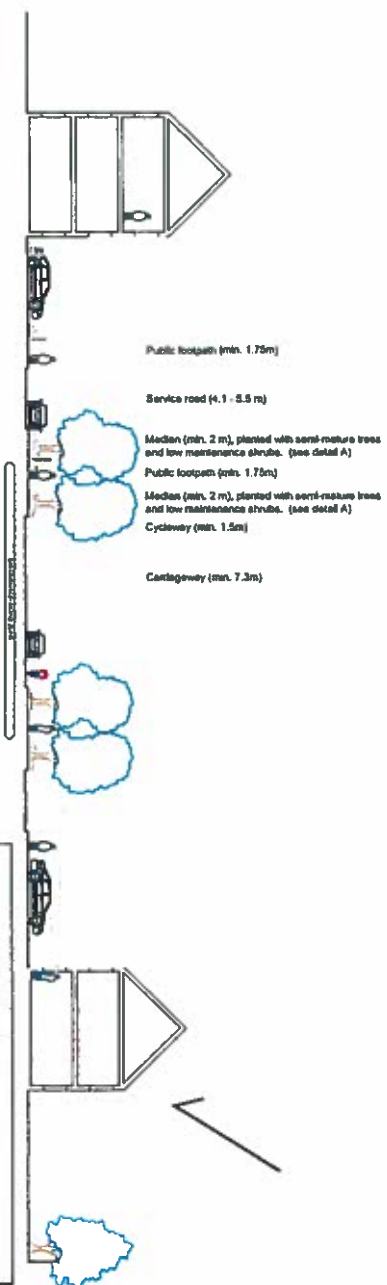


**Fig. 4.5 The traditional layout of Suburban Distributor Roads**  
Houses back onto the road. Passive supervision of the road from neighbouring properties is poor and the environment for pedestrians and cyclists is hostile.



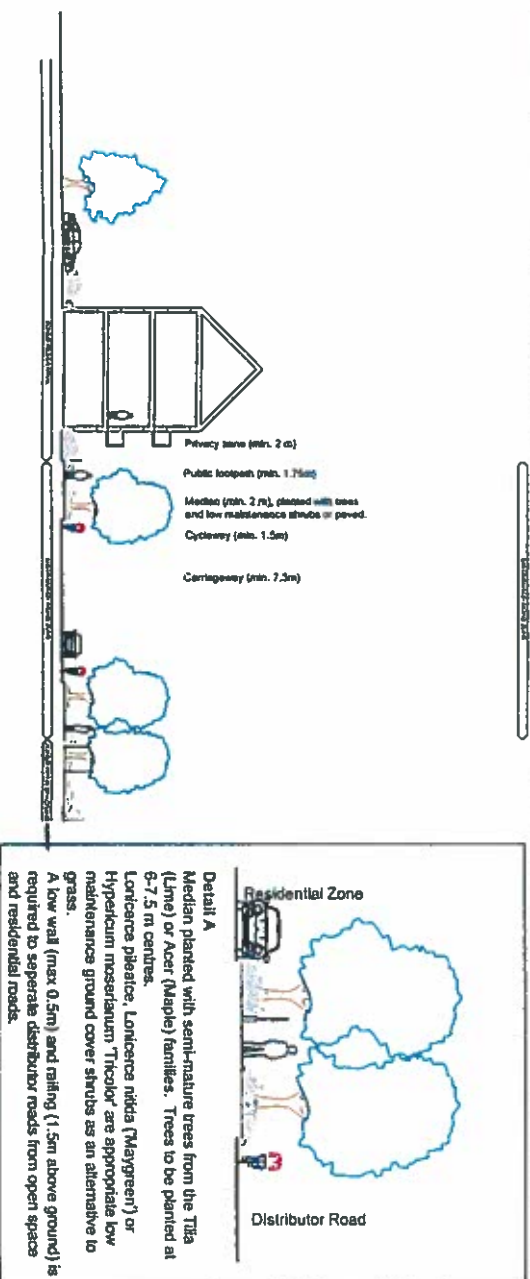
**Fig. 4.8 A preferred layout for Suburban Distributor Roads**  
Houses open onto a service road and face onto the main Distributor Road. Both passive supervision of the road from neighbouring properties and the visual environment for pedestrians, cyclists and motorists are greatly enhanced.

Planting the median between the distributor and service roads with semi-mature trees (lime, acer or sycamore are appropriate street trees) transforms the distributor road into an attractive boulevard and enhances the privacy of neighbouring properties.



**Fig. 4.7 An alternative layout for Suburban Distributor Roads**  
Three storey apartments face onto the main Distributor Road, with access from the side or rear. Passive supervision of the road from neighbouring properties is enhanced further, and higher densities can be achieved without creating claustrophobic public spaces. Three storey development is especially appropriate where the property overlooks public open space.

Balconies overlooking the road, preferable big enough to sit out on, can further enliven the street. A privacy zone of minimum 2 m between the public footpath and the apartment block should be maintained, planted with shrubs for ease of maintenance.



## KILDARE TOWNS Development Plans

### Distributor Road Standards

Job No.	Scale	NTS	Status	Drawn	Chd.	Passed	Rev.
010	May 01						



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