



Naas Town **Development Plan** 2005 - 2011

NAAS TOWN COUNCIL



# contents

|          |  |    |
|----------|--|----|
| <b>1</b> | <b>Chapter One Introduction</b>                                |    |
| 1.1      | Introduction   | 2  |
| 1.2      | Plan Title   | 2  |
| 1.3      | Legal Status   | 2  |
| 1.4      | Period of the Plan   | 2  |
| 1.5      | Planning Area  | 2  |
| 1.6      | Town Boundary  | 2  |
| 1.7      | Purpose of the Plan  | 2  |
| 1.8      | The Plan   | 3  |
| 1.9      | Historical Context and Status                                  | 3  |
| 1.10     | Vision for Naas  | 4  |
| 1.11     | Goals  | 4  |
| 1.12     | Statutory Objectives   | 4  |
| 1.13     | Monitoring and Review  | 5  |
| 1.14     | Implementation   | 5  |
| <b>2</b> | <b>Chapter Two Planning Policy Context</b>                     |    |
| 2.1      | The International and National Context                         | 8  |
| 2.1.1    | National Spatial Strategy                                      |    |
| 2.1.2    | Regional Planning Guidelines                                   |    |
| 2.1.3    | The DTO strategy: A Platform for Change 2000 –2016             |    |
| 2.1.4    | Naas Integrated Framework Plan for Land Use and Transportation |    |
| 2.1.5    | Kildare 2012 – An Economic, Social & Cultural Strategy         |    |
| 2.2      | Town Function and Role   | 13 |
| 2.3      | Population   | 13 |
| 2.3.1    | Population Trends  |    |
| 2.3.2    | Future Population  |    |
| <b>3</b> | <b>Chapter Three Economic Strategy</b>                         |    |
| 3.1      | Background   | 18 |
| 3.2      | Economic Background of Naas                                    | 18 |
| 3.2.1    | Offices and Services   |    |
| 3.2.2    | Industrial Development   |    |
| 3.3      | Economic Context   | 20 |
| 3.4      | Future Employment, Enterprise & Economic Strategy              | 22 |



## 4

**Chapter Four Infrastructure and Transportation**

|       |  |    |
|-------|--|----|
| 4.1   | Part A: <b>Infrastructure</b>                                  | 28 |
| 4.1.1 | Background   |    |
| 4.1.2 | Wastewater Treatment   |    |
| 4.1.3 | Water Supply   |    |
| 4.1.4 | Solid Waste Management Strategy                                |    |
| 4.1.5 | Telecommunications Infrastructure                              |    |
| 4.1.6 | Electricity Supply   |    |
| 4.1.7 | Gas  |    |
| 4.2   | Part B: <b>Transportation</b>                                  | 32 |
| 4.2.1 | Background   |    |
| 4.2.2 | Naas Integrated Framework Plan For Land Use and Transportation |    |
| 4.2.3 | Public Transport   |    |
| 4.2.4 | Pedestrian and Cycle Networks                                  |    |
| 4.2.5 | Urban Renewal in Naas to Improve Pedestrian Movement           |    |
| 4.2.6 | Car Parks  |    |
| 4.2.7 | Roads Programme - Policy Statements                            |    |

## 5

**Chapter Five Retail Strategy**

|       |   |    |
|-------|---|----|
| 5.1   | Background  | 44 |
| 5.2   | Retail Development  | 44 |
| 5.3   | Strategic Policy Framework  | 46 |
| 5.3.1 | County Retail Hierarchy   |    |
| 5.3.2 | Sequential Approach   |    |
| 5.3.3 | Core Retail Area  |    |
| 5.4   | Specific Retail Policies For Naas                                     | 47 |
| 5.4.1 | Retail Development and Enhancement                                    |    |
| 5.4.2 | New District and Neighbourhood Centres                                |    |
| 5.4.3 | Town Centre - Re-Use and Regeneration of Derelict Sites and Buildings |    |
| 5.4.4 | Retailing in Tourism and Leisure                                      |    |
| 5.4.5 | Innovation in the Town's Retail Sector                                |    |

## 6

**Chapter Six Housing & Community**

|     |  |    |
|-----|--|----|
|     | Part A: <b>Housing</b>   |    |
| 6.1 | Background   | 54 |
| 6.2 | Existing Housing Development   | 54 |
| 6.3 | Future Housing   | 55 |
| 6.4 | County Housing Strategy - Part V - Planning and Development Acts 2000-2004 | 55 |
| 6.5 | Zoned Land   | 57 |
| 6.6 | Residential Density  | 59 |
| 6.7 | Infill Housing   | 60 |
| 6.8 | Re-Use and Regeneration of Derelict Sites and Buildings                    | 60 |
| 6.9 | Urban Regeneration   | 61 |

|               |  |    |
|---------------|--|----|
| <b>Part B</b> | <b>Community</b>                                 |    |
| 6.10          | Background                                       | 61 |
| 6.11          | Social Inclusion and Social Capital              | 63 |
| 6.12          | Equality of Access to Public and Social Services | 64 |
| 6.13          | Participation in Policy Making                   | 65 |
| 6.14          | Community Facilities                             | 65 |
|               | 6.14.1 Education & Training Facilities           |    |
|               | 6.14.2 Childcare Facilities                      |    |
|               | 6.14.3 Health and Public Services                |    |
|               | 6.14.4 Fire Service                              |    |
|               | 6.14.5 Garda Service                             |    |
|               | 6.14.6 Places of Worship                         |    |
|               | 6.14.7 Library Facilities                        |    |
|               | 6.14.8 Sports Facilities                         |    |
| 6.15          | Targeted Policies                                | 70 |
|               | 6.15.1 People with Disabilities                  |    |
|               | 6.15.2 Traveller Community                       |    |

## 7

### Chapter Seven Land Use Zonings

|     |   |    |
|-----|---|----|
| 7.1 | Land Use Zonings                                  | 74 |
| 7.2 | Particulars of Zoning Objectives                  | 76 |
|     | 7.2.1 Local Area Plan (LAP) for the Canal Harbour |    |
|     | 7.2.2 LAP Objective                               |    |
|     | 7.2.3 Master plan for Northwest Quadrant          |    |
|     | 7.2.4 Master plan Objective                       |    |
| 7.3 | Explanatory Notes on Specific Zoning Objectives   | 82 |
| 7.4 | Individual Zoning Objectives                      | 89 |
| 7.5 | Zoning Matrix                                     | 93 |
| 7.6 | Application for Zoning Policy                     | 93 |
| 7.7 | Non Conforming Uses                               | 95 |

## 8

### Chapter Eight Heritage, Tourism & Environment

|     |  |     |
|-----|--|-----|
| 8.1 | Heritage   | 98  |
| 8.2 | Natural Heritage   | 99  |
|     | 8.2.1 Habitat and Species Protection                             |     |
|     | 8.2.2 Habitat and Species Protection Outside of Designated Areas |     |
|     | 8.2.3 Integrating Bio-diversity into Council Activities          |     |
|     | 8.2.4 Tree Protection  |     |
|     | 8.2.5 Hedgerow Protection  |     |
|     | 8.2.6 Tree and Hedgerow Preservation                             |     |
|     | 8.2.7 Amenity / Recreation                                       |     |
|     | 8.2.8 Grand Canal / Inland Waterways                             |     |
| 8.3 | Archaeological Heritage  | 106 |
|     | 8.3.1 Recorded Archaeological Monuments and Places               |     |
|     | 8.3.2 Archaeological Assessment Requirements                     |     |

|        |   |     |
|--------|---|-----|
| 8.3.3  | Archaeology and Development                                   |     |
| 8.3.4  | Zones of Archaeological Potential or Significance             |     |
| 8.3.5  | The Manorial House at Jigginstown                             |     |
| 8.3.6  | Archaeological Objects  |     |
| 8.3.7  | Heritage Objects  |     |
| 8.4    | <b>Graveyards/Burial Grounds</b>                              | 108 |
| 8.4.1  | Heritage Gardens and Demesne Landscapes                       |     |
| 8.5    | <b>Built Heritage</b>   | 113 |
| 8.5.1  | Architectural Heritage  |     |
| 8.5.2  | Protected Structures  |     |
| 8.6    | <b>Architectural Conservation Areas</b>                       | 127 |
| 8.7    | <b>Proposed Architectural Conservation Area for Naas Town</b> | 135 |
| 8.8    | <b>Grand Canal Proposed Architectural Conservation Area</b>   | 141 |
| 8.9    | <b>The Rural Environment</b>                                  | 144 |
| 8.9.1  | Environment   |     |
| 8.10   | <b>Amenity Schemes/Parks</b>                                  | 147 |
| 8.11   | <b>Tourism and Recreation</b>                                 | 147 |
| 8.11.1 | Amenity   |     |
| 8.11.2 | Canal   |     |
| 8.11.3 | Littering   |     |

## 9

### Chapter Nine Rural Development & Agricultural Practice

|     |  |     |
|-----|--|-----|
| 9.1 | Background                             | 152 |
| 9.2 | Economic Development in Rural Areas    | 152 |
| 9.3 | Physical Infrastructure in Rural Areas | 153 |
| 9.4 | The Rural Environment                  | 153 |
| 9.5 | Agriculture and the Environment        | 153 |
| 9.6 | Bloodstock Industry                    | 153 |
| 9.7 | Agricultural Land                      | 154 |
| 9.8 | Sand and Gravel Extraction             | 155 |

## 10

### Chapter Ten Development Control Standards

|         |  |     |
|---------|--|-----|
| 10.1    | Context  | 158 |
| 10.2    | Background                                     | 158 |
| 10.3    | <b>Development Control Standards – General</b> | 158 |
| 10.3.1  | Site Coverage                                  |     |
| 10.3.2  | Plot Ratio                                     |     |
| 10.3.3  | Sightlines                                     |     |
| 10.3.4  | Building Lines                                 |     |
| 10.3.5  | Building Height                                |     |
| 10.3.6  | Overlooking                                    |     |
| 10.3.7  | Overshadowing                                  |     |
| 10.3.8  | Access onto Public Roads                       |     |
| 10.3.9  | Access Requirements                            |     |
| 10.3.10 | Car Parking                                    |     |
| 10.3.11 | Bicycle Parking                                |     |

|       |          |  |     |
|-------|----------|--|-----|
|       | 10.3.12  | Materials  |     |
|       | 10.3.13  | Access for All   |     |
| 10.4  |          | <b>Residential Development</b>                                       | 164 |
|       | 10.4.1   | Quality Housing Environment  |     |
|       | 10.4.2   | Housing Layout   |     |
|       | 10.4.3   | Internal Design of Dwellings   |     |
|       | 10.4.4   | Apartments   |     |
|       | 10.4.5   | Layout of Apartment Developments                                     |     |
|       | 10.4.6   | Residential Density  |     |
|       | 10.4.7   | Residential Mix in House and Apartment Developments                  |     |
|       | 10.4.8   | Separation between Dwellings   |     |
|       | 10.4.9   | Private Open Space for Residential Development                       |     |
|       | 10.4.10  | Public Open Space for Residential Development                        |     |
|       | 10.4.11  | Road Layouts in Residential Areas                                    |     |
|       | 10.4.12  | Car Parking in Residential Areas                                     |     |
|       | 10.4.13  | Family Flat  |     |
|       | 10.4.14  | Gated Developments   |     |
|       | 10.4.15  | Backland Development   |     |
|       | 10.4.16  | Management Companies   |     |
| 10.5  |          | <b>Landscaping</b>   | 172 |
|       | 10.5.1   | Soft Landscaping   |     |
|       | 10.5.2   | Hard Landscaping   |     |
| 10.6  |          | <b>Naming of New Developments</b>                                    | 173 |
| 10.7  |          | <b>Street Lighting and Public Utilities</b>                          | 173 |
| 10.8  |          | <b>Access to Land</b>  | 174 |
| 10.9  |          | <b>Childcare Facilities</b>  | 174 |
| 10.10 |          | <b>Industrial Development</b>  | 175 |
| 10.11 |          | <b>Retail Development</b>  | 176 |
|       | 10.11.1  | Shopping Centres   |     |
|       | 10.11.2  | Retail Warehousing   |     |
|       | 10.11.3  | Service Filling Stations   |     |
|       | 10.11.4  | Shopfront Design   |     |
|       | 10.11.5  | Advertising  |     |
|       | 10.11.6  | Canopies   |     |
|       | 10.11.7  | Roller Shutters  |     |
|       | 10.11.8  | Outdoor Advertising Structures                                       |     |
|       | 10.11.9  | Fast Food Outlets / Takeaways  |     |
|       | 10.11.10 | Environment  |     |
|       | 10.11.11 | Noise  |     |
|       | 10.11.12 | Light Pollution  |     |
| 10.12 |          | <b>Archaeological and Architectural Heritage</b>                     | 181 |
|       | 10.12.1  | Development in Areas of Archeological Potential                      |     |
|       | 10.12.2  | Development in Architectural Conservation Areas                      |     |
|       | 10.12.3  | Development in relation to Protected Structures                      |     |
|       | 10.12.4  | Development within the Curtilage and Setting of Protected Structures |     |
| 10.13 |          | <b>Dwellings in Rural Areas</b>                                      | 184 |
|       | 10.13.1  | Septic Tanks/ Wastewater Treatment Systems                           |     |
|       | 10.13.2  | Tree and Hedgerow Preservation                                       |     |

|         |   |     |
|---------|---|-----|
| 10.14   | Agricultural Developments   | 185 |
| 10.14.1 | Design of Agricultural Buildings  |     |
| 10.14.2 | Landscaping   |     |
| 10.14.3 | Agricultural Related Industry   |     |
| 10.15   | Telecommunications, Antennae Support, Satellite Dishes and Ancillary Structures | 186 |
| 10.16   | Bonding to Secure Completion of Development                                     | 186 |
| 10.17   | Development Contributions   | 186 |
| 10.18   | Future Publications, Standards and Guidelines                                   | 186 |
| 10.19   | Digitised Planning Applications   | 186 |

**a**

**Appendices**

|   |   |     |
|---|---|-----|
| 1 | Native Trees and Shrubs                   | 188 |
| 2 | Document List                             | 189 |
| 3 | List of Abbreviations                     | 191 |
| 4 | Evaluation of Environmental Impact        | 192 |
| 5 | Kildare County Housing Strategy 2005-2011 | 201 |

**List of Tables**

|          |   |     |
|----------|---|-----|
| Table 1  | Naas within the County Settlement Hierarchy             | 10  |
| Table 2  | Indicative Construction Target 2002-2011                | 10  |
| Table 3  | Population Figures for Naas 1901-2002                   | 14  |
| Table 4  | Employment (Permanent and Temporary) in Naas / Kill     | 20  |
| Table 5  | Sectoral Breakdown of Companies                         | 20  |
| Table 6  | Public Car Parks in Naas                                | 38  |
| Table 7  | Student Numbers Attending Naas Primary Schools          | 67  |
| Table 8  | Student Numbers Attending Naas Post Primary Schools     | 67  |
| Table 9  | Land Use Zoning Objectives                              | 75  |
| Table 10 | New Residential   | 89  |
| Table 11 | New Residential (Suburban)                              | 90  |
| Table 12 | Community & Educational                                 | 91  |
| Table 13 | Neighbourhood Centre                                    | 92  |
| Table 14 | Local Area Plan for the Canal Harbour                   | 92  |
| Table 15 | Master Plan for the Northwest Quadrant                  | 93  |
| Table 16 | Zoning Matrix   | 94  |
| Table 17 | Record of the Protected Structures (RPS)                | 119 |
| Table 18 | Building Line Requirements                              | 160 |
| Table 19 | Car Parking Standards                                   | 162 |
| Table 20 | Bicycle Parking Standards                               | 163 |
| Table 21 | Internal Design of Dwellings                            | 166 |
| Table 22 | Indicative Residential Densities                        | 168 |
| Table 23 | Private Open Space Requirements for Individual Houses   | 169 |
| Table 24 | Private Open Space Requirements for Apartments/Duplexes | 169 |



### List of Figures

|              |   |     |
|--------------|---|-----|
| Figure One   | Historical Naas in 1840   | 3   |
| Figure Two   | Context of Naas within the Regional Planning Guidelines                                       | 9   |
| Figure Three | The Preferred Strategy for the Development of Naas in the Future as Recommended by the IFPLUT | 12  |
| Figure Four  | Key Criteria for Attracting Indigenous and Foreign Direct Investment                          | 24  |
| Figure Five  | Location of Car Parks in Naas   | 38  |
| Figure Six   | Key Determinants of Attractive Places to Live and Create Vibrant Urban Communities            | 63  |
| Figure Seven | Entrance Sightlines   | 159 |

### List of Maps

| Map Number | Title  | Size |                 |
|------------|--|------|-----------------|
| Map 1      | Land Use Zoning Objectives Map                 | A1   | <i>Inserted</i> |
| Map 1-1    | Town Centre/LAP/Core Retail Area               | A3   | 51              |
| Map 1-2    | Town Centre Boundary and Associated Zonings    | A3   | 52              |
| Map 1-3    | Local Area Plan                                | A3   | 80              |
| Map 2      | Natural Heritage Including Views and Prospects | A3   | 109             |
| Map 2-1    | Archaeological Zone                            | A3   | 111             |
| Map 3      | Protected Structures                           | A3   | 129             |
| Map 3-1    | Protected Structures - Naas Town Centre        | A3   | 131             |
| Map 4      | Architectural Conservation Area                | A3   | 133             |
| Map 4-1    | Green Belt/Future Park                         | A3   | 145             |

# foreword

The Naas Town Development Plan 2005-2011 has been prepared under the Planning & Development Acts 2000 - 2004 and the Planning & Development Regulations 2001. The Plan sets out the vision that will guide the development of Naas for the next six years.

The preparation of this plan differs from its predecessors in that it is the first development plan for the Town Council to be prepared under the Planning and Development Acts 2000-2004 and also the first to be prepared within a clear hierarchy of plans at National and Regional level. In particular, the recently adopted Regional Planning Guidelines are a significant influence in determining the strategy for the future development of Naas. This complies with the national and regional policy framework and translates key strategic decisions made at national and regional level to local county level. The Plan also takes due cognisance of the role of Naas as a County Town as set out in the National Spatial Strategy and subsequent Regional Guidance Documents.

The Plan addresses a range of development pressures and needs that are facing the Town during the period of the plan and beyond. In doing so, it sets out the goals and objectives to be followed by Naas Town Council, as well as the policies recommended to guide planning decisions and activities of the Planning Authority over the period of the Plan.

The Review of the Plan is being carried out at an opportune time in the continued development and growth of the town. Naas has experienced major sectoral growth and development since the adoption of the Naas Town Development Plan 1999-2004.

Arising from the continued growth and development of the Town, there is now a need to consolidate this progression in a sustainable and orderly manner, to address the physical and social infrastructural requirements necessary for the Town going forward. In order for the Town to continue to occupy a central strategic position in the County and within the Greater Dublin Region, it is crucial that the Council offers the people of Naas an enhanced and unparalleled quality of life over the coming years.

As a primary growth centre it is necessary that Naas continues to grow while at the same time accommodates the proposed projected population household formation of the Town within the lifetime of the Plan and beyond.

The Plan presents an integrated approach for public and private investment towards the provision of the physical and social infrastructure facilities and services necessary for Naas Primary Dynamic Cluster.

The vision, therefore, is to look ahead with confidence to what we propose to do. It is also important to look back and review what has been done, and what has been achieved working together on behalf of the people of Naas.

The Plan has taken on board the recommendations and the principles outlined in the Integrated Landuse and Transportation study. Accordingly, I am confident that the Plan, its goals, objectives and policies, will provide for sustainable development and balanced growth of Naas Town in the interests of all its citizens into the next decade and I commend it to the Members of Naas Town Council on that basis.

**Mr Tommy Skehan**

Town Manager,  
June 2005





A photograph of a child standing in a forest path, holding ski poles. The child is wearing a winter hat and a dark jacket. The path is lined with tall, bare trees, and the ground is covered in fallen leaves. The entire image has a blue tint.

chapter 1  
introduction



### 1.1 Introduction

Naas is a vibrant, historic and picturesque town that straddles the canal in the heart of Kildare, with a valued heritage and attractively built environment, amenities and facilities. While the function of the town has changed greatly over time, Naas has retained a unique character and has become one of Ireland's most cherished urban environments.

This Development Plan continues the tradition of previous editions in seeking to balance the needs of expansion and redevelopment with conservation and protection of the natural and built environment while ensuring a quality of life for its inhabitants. It is the main public statement of planning policies for the administrative area of Naas Town Council. It seeks to provide a vision and direction for Naas to continue to evolve, and the statutory context for guiding development, in the interest of the proper planning and sustainable development of the area.

### 1.2 Plan Title

This Development Plan shall be titled 'The Naas Town Development Plan 2005-2011'. Naas Town Council is the Planning Authority for the area of the Development Plan within the Naas Town Council administrative area.

### 1.3 Legal Status

The Naas Town Development Plan 2005-2011 (the Plan) is prepared in accordance with the requirements of Part II, Chapter 1, of the Planning and Development Acts 2000-2004 (the Act).

### 1.4 Period of the Plan

The period of this Plan should be taken as 6 years (2005-2011) from the date of its adoption by the Council or until it is varied or a new Plan is made.

### 1.5 Planning Area

The area to which this plan relates is the administrative area of the Naas Town Council. Reference to the "Council" in the Plan refers to the Council of Naas Town Council.

### 1.6 Town Boundary

The Naas Town Boundary is circular in shape extending to a radius of 1.5 miles from the Town Hall covering some 1,831 hectares. Because of the extent of the urban area, it is characterised by a considerable amount of agricultural land including stud farms, training establishments and a racecourse.

### 1.7 Purpose of the Plan

The basic aim of the Plan is to set out a framework for the physical, economic, social, cultural and recreational growth of Naas, so that development may take place in a co-ordinated and orderly manner while at the same time conserving its inherent character. Sustainable development is defined as promoting development for the benefit of the greater community

without compromising the ability of future generations to meet their own needs and enjoy the same quality of life and environment. The Plan therefore sets out basic policies and objectives, the implementation of which will contribute to the achievements of this aim.

### 1.8 The Plan

The Naas Town Development Plan 2005-2011 consists of the written statement plus the following maps:

| Map Number | Title  | Size |
|------------|--|------|
| Map 1      | Land Use Zoning Objectives Map                 | A1   |
| Map 1-1    | Town Centre/LAP/Core Retail Area               | A3   |
| Map 1-2    | Town Centre Boundary and Associated Zonings    | A3   |
| Map 1-3    | Local Area Plan                                | A3   |
| Map 2      | Natural Heritage Including Views and Prospects | A3   |
| Map 2-1    | Archaeological Zone                            | A3   |
| Map 3      | Protected Structures                           | A3   |
| Map 3-1    | Protected Structures - Naas Town Centre        | A3   |
| Map 4      | Architectural Conservation Area                | A3   |
| Map 4-1    | Green Belt/Future Park                         | A3   |

### 1.9 Historical Context and Status

The name Naas appears in three forms: An Nás, meaning “The Place of Assembly”, Nás Laighean, meaning “The Place of Assembly of the Leinstermen”, and Nás-na-Ríogh, meaning “The Place of Assembly of the Kings”. The last Naas King to be recognised as King of Leinster was Cearbhall who died in 909. In 1175 the Barony of Naas was granted by Strongbow to Maurice Fitzgerald. The town grew into a Norman stronghold with castles, walls and gates. Practically no visible trace of these remain. They fell into decay and by the end of the 16th century, Naas was a market town. In his account of his journey through Kildare in 1732, John Loveday described Naas as “a town of one street and a good Market House”.

Figure One Historical Naas in 1840



Today, Naas is the administrative capital of County Kildare, in addition to its role as a business and service centre. It is situated off the main Dublin to Cork/Limerick and Waterford/Kilkenny roads and is linked to Dublin by means of a dual carriageway. The Dublin to Cork/Newbridge Road (N7/M7) and the Dublin to Waterford/Kilkenny road (N9/M9), which have been constructed over the last 15 years, by-pass the town.

The basic form of the town is linear, North Main Street being punctuated by Poplar Square, while

South Main Street, which contains a wide space at Market Square, has a visually satisfying sense of enclosure. Naas has developed around a relatively compact urban structure where development and expansion opportunities are present. Naas also contains an outstanding natural resource in the form of the canal, which enhances the built heritage with the associated buildings and bridges. The town centre has an ancient street pattern of pleasing irregularity with continuous linked facades which, with the prevailing slated roofs, gives an atmosphere of unity and urban quality.

#### 1.10 Vision for Naas

*'To promote Naas as a sustainable and efficient town with a balanced range of functions, facilities and amenities, building on its present strengths and improving the quality of life for all'.*

#### 1.11 Goals

The key goals of the Development Plan are:

- To ensure that sufficient and suitably located land is zoned to satisfy the needs and functions of the town.
- To ensure that all existing land uses are utilised to create a coherent and realistic land use structure for the future.
- To guide the location and pattern of development whilst ensuring that a relatively compact urban form is maintained.
- To ensure that Naas develops a planning model which marks the town as being distinctive and different whilst enhancing its innate characteristics.
- To protect residential and amenity lands from encroachment by incompatible types of development.
- To ensure the economic prosperity is effectively harnessed to enhance the quality of life for all who live, work and do business in Naas.

#### 1.12 Statutory Objectives

This Plan sets out an overall strategy for the proper planning and sustainable development of the area, in accordance with Section 10 of the Act, and accordingly includes objectives inter alia for:

- (a) The zoning of land for the use solely or primarily of particular areas for particular purposes (whether residential, commercial, industrial, agricultural, recreational, as open space or otherwise, or a mixture of those uses), where and to such extent as the proper planning and sustainable development of the area, in the opinion of the planning authority, requires the uses to be indicated.
- (b) The provision, or facilitation of the provision of infrastructure including transport, energy and communication facilities, water supplies, waste recovery and disposal facilities, waste water services and ancillary facilities (regard having been had to the Waste Management Plan 2000-2005 for County Kildare).

- (c) The conservation and protection of the environment including, in particular, the archaeological and natural heritage and the conservation and protection of European sites and any other sites which may be prescribed for the purposes of this paragraph.
- (d) The integration of the planning and sustainable development of the area with the social, community and cultural requirements of the area and its population.
- (e) The preservation of the character of the landscape where, and to the extent that in the opinion of the planning authority, the proper planning and sustainable development of the area requires it, including the preservation of views and prospects and the amenities of places and features of natural beauty or interest.
- (f) The protection of structures, or parts of structures, which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest.
- (g) The preservation of the character of architectural conservation areas.
- (h) The development and renewal of areas in need of regeneration.
- (i) The provision of accommodation for Travellers, and the use of particular areas for that purpose.
- (j) The preservation, improvement and extension of amenities and recreational amenities.
- (k) The provision, or facilitation of the provision, of services for the community including, in particular, schools, crèches and other education and childcare facilities.

#### **1.13 Monitoring and Review**

The Council is obliged to monitor and review the operation and implementation of the Plan.

#### **1.14 Implementation**

The Council will seek to implement the aims, policies and objectives of the Plan in a proactive manner. The Council will engage with all relevant stakeholders, both statutory and non-statutory agencies and organisations through the development control process.







**chapter 2**  
planning policy  
context

## 2.1 The International and National Context

Town and county planning in Ireland does not exist in isolation, but is influenced by a series of international and national reports, guidelines and perspectives. Perhaps the most significant policy is that of sustainable development. Sustainable development is usually defined as 'development that meets the needs of the present without compromising the ability of future generations to meet their own needs'. Naas Town Council supports this national policy and this concept is a major component of the Naas Town Development Plan 2005-2011.

The European Union, through the issue of official policy directives and financial support, exercises a major influence in relation to the socio-economic development of the town and county.

There have also been significant developments at a national level, which have resulted in the publication of specific planning guidelines. The Planning Authority had regard to these documents during the preparation of this Plan.

### 2.1.1 National Spatial Strategy

The National Spatial Strategy (NSS) was published in December 2002. The Strategy is a 20 year planning framework designed to achieve a better balance of social, economic, physical development and population growth between centres. The Strategy seeks to renew, consolidate and develop existing urban centres keeping them as physically compact and public transport friendly as possible to minimise urban sprawl while also achieving a high quality of design in new development. The NSS also sets a national context for spatial planning to inform regional planning guidelines and strategies including the statutory Development Plans.

### 2.1.2 Regional Planning Guidelines (2004-2016)

The Regional Planning Guidelines (2004-2016) provide a strategic planning framework for the development of the Greater Dublin Area (GDA), which comprises of two regions: the Mid-East and Dublin Region. The Guidelines introduce the concept of Primary Dynamic Clusters and Secondary Dynamic Clusters which comprise differing urban settlements within the five-tier hierarchy (outlined below). These clusters should be developed in a mutually dependent way so that the amenities and economies of the whole are greater than the sum of the parts. They will not merge into a unitary town in the usually understood sense of being contiguous, developed, well-serviced urban areas. The Guidelines are a blueprint for strategic planning within the GDA.

Designated clusters for Kildare include:

Primary Dynamic Cluster: Naas, Newbridge & Kilcullen

Primary Dynamic Cluster: Maynooth Celbridge, Kilcock & Leixlip

Secondary Dynamic Cluster: Kildare & Monasterevin

Naas is designated within a primary dynamic cluster and is to be developed as an integrated entity with Kilcullen and Newbridge (see Figure Two). They will form a single entity for development and marketing purposes. The designation of this cluster identifies the intrinsic

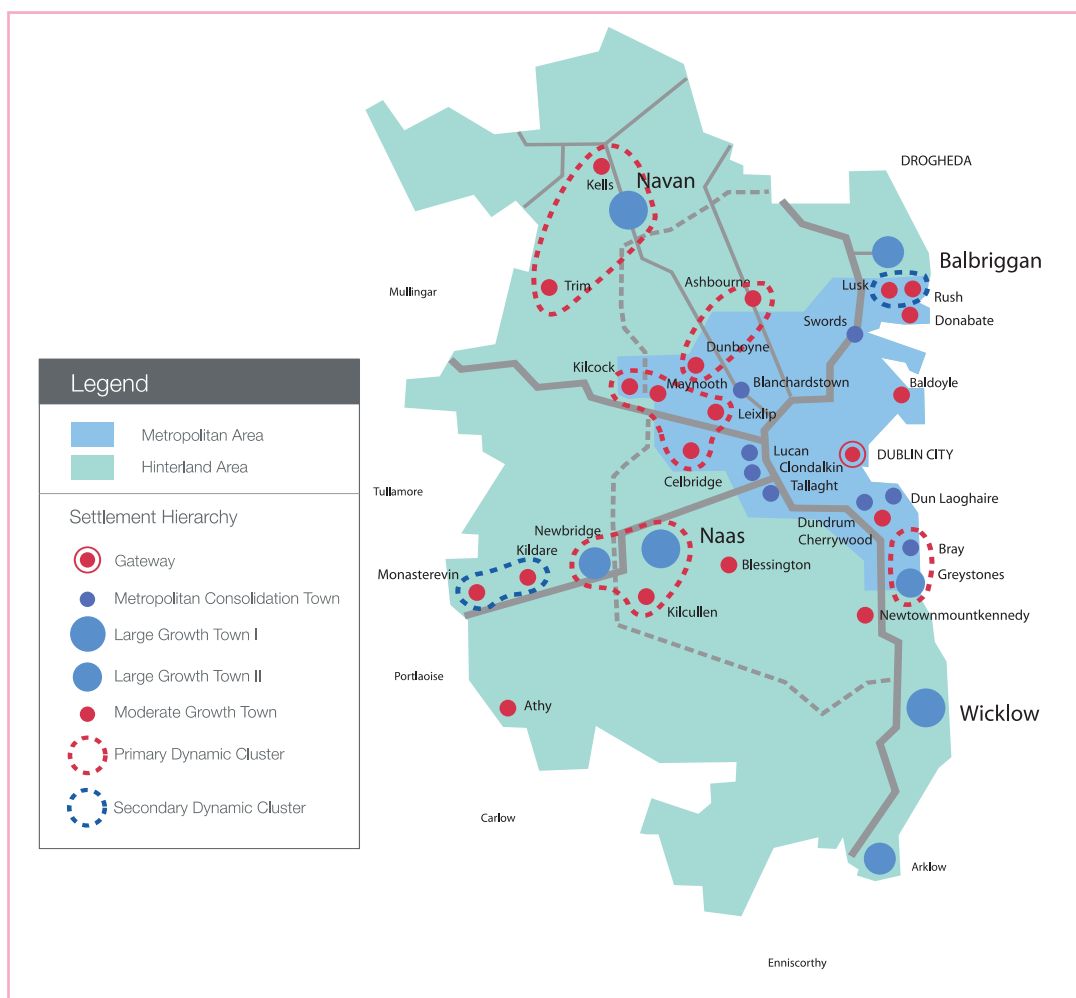
urban dynamism and relationship between the towns. The aim of the guidelines is to ensure that this dynamism is built upon and that the centres develop a self-sufficient critical mass as complementary towns into the future.

The Regional Planning Guidelines identify five classifications of urban centres:

- Metropolitan Consolidation Towns
- Large Growth Towns I & II
- Moderate Growth Towns
- Small Growth Towns
- Villages

These urban centres include different categories of towns and villages based on size and function. Naas is in the Large Growth Towns I category (see Table 1 overleaf). It is envisaged that large growth towns will be most successful in attracting a concentration of employment and therefore should have the greatest accessibility in terms of road and rail. The RPG envisages that *“these centres should be economically self-sustaining, with a population, including its catchment, which is able to support facilities such as a high quality secondary education service, a small hospital facility of sufficient size to provide non-specialised medical care, and a comparison retail centre.”*

Figure Two Context of Naas within the Regional Planning Guidelines



**Table 1:** Naas within the County Settlement Hierarchy

| Type of Settlement  | Metropolitan   | Hinterland Area   |
|---|--|---|
| <b>Large Towns</b>  |  |   |
| <b>Metropolitan Consolidation Towns</b>                                     | None in Kildare  |   |
| <b>Large Growth town type (1)</b><br>"Satellite Towns"<br>c.25,000 – 40,000 | <b>N/A</b>   | <b>Naas</b><br>[part of primary dynamic cluster]  |
| <b>Large Growth town type (2)</b><br>15,000 –25,000                         | <b>Celbridge</b><br>Maynooth<br>Leixlip<br>[all part of primary dynamic cluster] | <b>Newbridge</b><br>[part of primary dynamic cluster]   |
| <b>Moderate Towns</b><br>> 5,000 – 15,000                                   | <b>Kilcock</b><br>[part of primary dynamic cluster]                              | <b>Kilcullen</b><br>[part of primary dynamic cluster]<br><b>Kildare</b><br>[part of secondary dynamic cluster]<br><b>Monasterevin</b><br>[part of secondary dynamic cluster]<br><b>Athy</b> |
| <b>Small Towns</b><br>1,500 - 5,000   | <b>N/A</b>   | <b>Clane</b><br><b>Kill</b><br><b>Prosperous</b><br><b>Rathangan</b><br><b>Sallins</b>  |
| <b>Villages/Settlements</b>   | These can be viewed in the Kildare County Development Plan 2005-2011             |   |

The subsequent table (Table 2) shows the indicative housing construction targets for 2002-2011 for the Naas-Newbridge-Kilcullen Cluster

**Table 2** Indicative Construction Target 2002 –2011 (includes houses built from 2002)

The distribution shown below is indicative only and may change, having regard to the level of development proposed in any particular area and the availability of services required to facilitate this development. The targets are not intended to be a governing constraint since commitments have already been made in terms of land previously zoned. The pace of development will depend on the provision of social and physical infrastructure.



| Sub-County Area  | Town      | Population 2002 | Housing Construction target 2002- 2011 | Aggregate Housing Construction Target for Cluster |
|--|-----------|-----------------|--|---|
| Central Area<br>Including the<br>Hinterland Area<br>Primary Dynamic<br>Cluster | NAAS      | 18,288          | 3,225                                  |   |
|  | NEWBRIDGE | 15,749          | 3,200                                  | 7,300   |
|  | KILCULLEN | 1,483           | 875                                    |   |

### 2.1.3 The DTO strategy: A Platform for Change 2000 - 2016

The DTO Strategy is the planning framework for the future development of the transportation network in the Greater Dublin Area. The strategy aims to maximise access to the public transport infrastructure and facilitate higher density development through the provision of public transport. These objectives are supported by the Regional Planning Guidelines. The strategy includes an indicative implementation programme that includes many items of relevance to Naas:

- Electrifying the Sallins rail line for suburban services;
- The construction of extra tracks west of Hazelhatch to Sallins;
- Development of local cycle networks;
- Review of pedestrian management;
- Traffic management;
- Road projects;
- Promoting a modal shift to more sustainable modes of transport (public transport, cycling and walking).

It is the policy of Naas Town Council to support the DTO strategy and that priority will be given to development that complements and supports the local transportation network and is consistent with the objective of providing predominantly self-sustaining development centres.

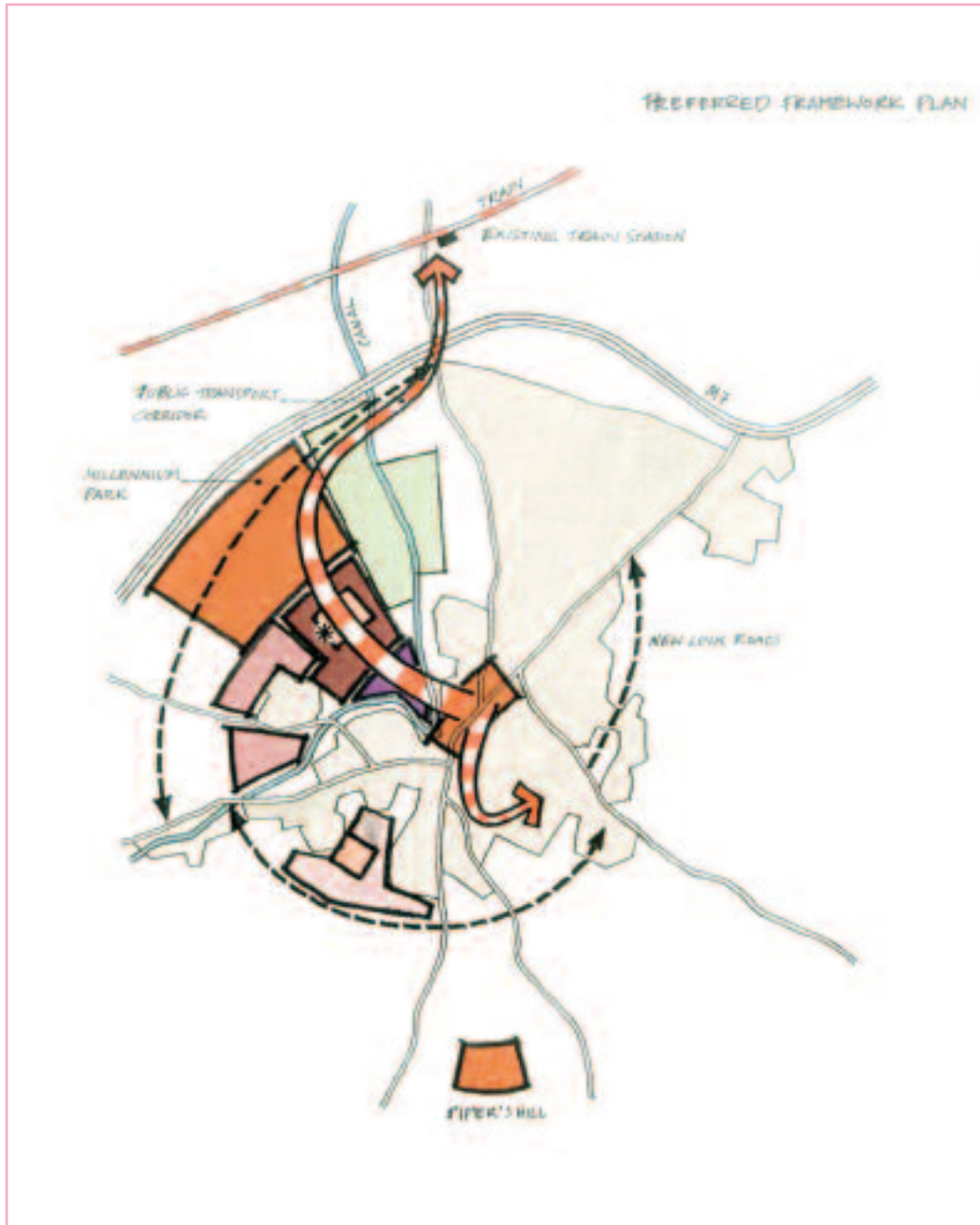
### 2.1.4 Naas Integrated Framework Plan for Land Use and Transportation (IFPLUT)

The implications of the anticipated population growth for the development of Naas under the National Spatial Strategy and Regional Planning Guidelines are significant. Thus in 2003, Kildare County Council and Naas Town Council, in conjunction with the Dublin Transportation Office, prepared an 'Integrated Framework Plan for Land Use and Transportation' for Naas IPLUT Study. The IFPLUT Study has a timeframe until 2020, and will complement future Development Plans for the Town. It is a framework plan that sets down the principles for future development, guiding the level, scale and location of future development within the wider area of Naas, ensuring a quality living environment. The principle objective of this plan is:

*“to promote and encourage the development and growth of Naas in line with the principles of sustainable development. To promote an appropriate balance of employment, residential and service facilities (schools, retail, community facilities etc) and land uses that will increase the self-sufficiency of the town and support its role as a key part of a designated Primary Development Centre in the Greater Dublin Area”*



Figure Three The Preferred Strategy for the Development of Naas in the future as recommended by the IFPLUT



The IFPLUT for Naas will guide the Council in the formulation of policies for the future development of the town.

#### 2.1.5 Kildare 2012 - An Economic, Social & Cultural Strategy

The Kildare County Development Board Strategy "Kildare 2012 - An Economic, Social and Cultural Strategy" sets the framework within which Kildare County Development Board will operate for the next 10 years. The vision of this strategy is to make "Kildare - the first choice

as a place to live, learn, work, visit and do business.” The strategy focuses on six key objectives, which are vital to ensuring this vision. These are to:

1. Develop transport and communications;
2. Respond to new settlement patterns;
3. Respond to contrasts within the county and towns;
4. Protect the environment;
5. Develop the education, training and capacity building; and
6. Develop a sense of place.

It will be the policy of Naas Town Council to implement and build upon this strategy.

## 2.2 Town Function and Role

Naas is the county town and principle service centre for the wider hinterland. The development of Naas has been primarily concentrated to the Northeast influenced, at least in part, by the proximity to the N7 and Dublin. The town, which has its own Town Council, accommodates vital services for the county such as the headquarters of Kildare County Council, the Southwest Area Health Board, the divisional headquarters of the Garda Síochána, Court Services and Naas General Hospital. It also serves a wide hinterland in terms of community facilities, fire services, law enforcement and education.

Currently 12.5% of the population of Kildare resides within Naas town and consequently it is one of the dominant population centres in Kildare. Naas has tended to develop in recent times as a dormitory town due to its proximity to Dublin. Nevertheless the retail, commercial and industrial sectors have continued to develop.

In order to support and bring further employment into the town, there is sufficient land serviced and zoned to attract development and employment opportunities.

## 2.3 Population

### 2.3.1 Population Trends

At the beginning of the twentieth century, Naas had a population of 3,836. In the first decade of that century there was a very slight increase in population. However, this was followed by a steady decline in the 25 years from 1911-1936 (3,843-3,290) of 553. This decline was reversed by an increase in the 10 years between 1936 and 1946, bringing the population back to approximately that of 1911. There followed a very slight decrease in population up to the year 1951. Since that period, the population has continued to increase.

The population base of Naas doubled in the 20 year period from 1961 to 1981 (4,023 to 8,345). The succeeding ten years, 1981-1991 witnessed a reduction in the population growth (8,345 to 11,141 persons). However, since 1991, this has altered again, and the town's population has expanded by over a quarter in the five years 1991-1996, with an increase of 2,933 persons (11,141 to 14,074 persons) - a rate of 26.3%. Since 1996, this trend has continued.

The 2002 Census of Population indicated that Naas had a population of 18,288. This represented a 29.9% increase from the 1996 census. Table 3 below gives an overview of population trends in Naas. Along with the rate of population increase identified above, the decline in household size over time is worthy of note. It is anticipated that this trend will continue into the future.

**Table 3** Population Figures for Naas 1901 - 2002

| Naas 1901-2002 |            |            |                |
|----------------|------------|------------|----------------|
| Year           | Households | Population | Household Size |
| 1901           | 684        | 3836       | 5.61           |
| 1911           | 710        | 3842       | 5.41           |
| 1936           | 745        | 3290       | 4.41           |
| 1946           | 766        | 3,774      | 4.93           |
| 1951           | 825        | 3731       | 4.52           |
| 1961           | 911        | 3752       | 4.11           |
| 1966           | 934        | 4529       | 4.84           |
| 1971*          | 1288       | 5078       | 3.94           |
| 1979*          | 2074       | 7739       | 3.73           |
| 1981*          | 2280       | 8345       | 3.66           |
| 1986           | 2,611      | 10,017     | 3.84           |
| 1991           | 3,125      | 11,141     | 3.56           |
| 1996           | 4,391      | 14,074     | 3.21           |
| 2002           | 5,906      | 18,288     | 3.09           |

\* Number of Households based on Average National Household Size for these years

Source: Census of Population Data

Major factors contributing to the growth of population include the natural increase in an expanding population, movement of rural and city dwellers to the town and most importantly, the close proximity to Dublin. Central to this is the existence of good road communications, improved public transport services, a distinctive natural and built environment and amenities such as the Grand Canal.

### 2.3.2 Future Population

A detailed survey in December 2003 revealed that there were at that stage 40Ha (99 acres) of land with existing planning permissions (committed lands) which would yield approximately 990 housing units. If built on at the same densities (3.0 per household unit) as the existing area, the committed lands would achieve a population of 21,258 persons by 2005. The survey also revealed that a further 13Ha (34 acres) of land was zoned in the previous plan but remained uncommitted (had no planning permissions). Bearing in mind the foregoing national, regional and local factors and trends, it is considered both reasonable and prudent

for the Council to plan for a total population of 27,000 persons for the period of the Plan. This would represent an increase of 27% on the projected 2005 population figure.

In accordance with the principles of sustainable development, it is recommended to zone additional lands to accommodate a further 2,220 units in this Plan. The Development Plan also allows for an over-zoning factor in accordance with Recommendation 7.9 of the Regional Planning Guidelines. This is considered prudent to ensure the continued delivery of residential units over the period of the plan.

Moreover, cognisance must be taken of the National Spatial Strategy and Regional Planning Guidelines which indicate that Naas, as a County Town and Administrative Capital, will continue to grow and reinforce its regional role within the primary dynamic cluster.







**chapter 3**  
economic strategy

### 3.1 Background

Sustainable economic development seeks to achieve the balance of optimising the output from available resources in order to achieve current objectives in a way that enables future generations meet their own needs and objectives in due course.

Economic growth and development is primarily linked with growth in population and employment, and while it is generally possible to assign population growth to a particular location it is not possible to 'assign' employment.

Employment investment is generally attracted to a particular urban location and the leverage power of subsidies and grants to make locations attractive is declining. Emerging policies favour the switch from subsidies and grants to investment in infrastructure because it is considered to be more effective and offers better value for money over the long term.

### 3.2 Economic Background of Naas<sup>1</sup>

Naas has developed as a key strategic location for industry and employment generating activities. Factors, which have contributed to its development, include its high level of accessibility, proximity to Dublin, the N7/M7 corridor and interchanges as well as the Arrow commuter train service to Dublin from Sallins.

Lands zoned for industry and employment generation within the Town Council administrative area are located at the Monread Road, Maudlins/Dublin Road, Tipper Road, Newbridge Road and Oldtown. There are also lands zoned for industrial development outside the Town Council Area, located on the Caragh Road, Newhall Interchange (both sides of the motorway), Ladytown, Palmerstown and Killashee.

There are 537 companies based in Naas of which the largest 152 were identified as employing 3,580 people. These include 45 manufacturing companies, 33 wholesale companies, 14 service companies, 2 agricultural companies, 7 construction companies, 4 finance companies, 1 public administration company and 6 transport companies as well as 40 retail related companies. The number of people at work in Naas, according to the last Census, was 6,148 (44% of population) with approximately 20% employed in manufacturing and 26% engaged in providing commercial services, which compares with 19% and 21% respectively for the country as a whole.

Within the town centre there are over 270 of the 537 companies operating and employing over 1,200 people on a full-time basis as well as a further 765 on a part time basis in a range of

<sup>1</sup> 2020 VISION FOR NAAS, Integrated Framework Plan for Land Use and Transportation



retail, commercial and service industries. The largest employers are Superquinn and Tesco which employ nearly 300 people full and part time.

### **3.2.1 Offices and Services**

Naas, being the administration centre of County Kildare, has a large professional and administrative office content associated with this function. Some of the first floors of the buildings on the Main Street are used as offices in addition to purpose-built offices located on and off the Main Street.

Figures for those employed in service industry in Naas are not available. However, the following institutions in the town district constitute probably the largest employment sector including: The Eastern Health Board, Kildare County Council, Naas Town Council, Telecom Eireann, An Post, ESB, Schools, Department of Agriculture & Food, Teagasc, Motor Taxation Office, Department of Social Welfare, Kildare VEC, Courthouse, Library, Fire station, and Garda station. The majority of these office-based jobs are located in the town centre - with first floors, and in some cases ground floors, being used for smaller office-type uses by solicitors, accountants, financial institutions and businesses.

There are a large number of public sector service utilities in Naas. The majority of these office-based jobs are based in or close to the town centre. From observation, there are also a number of first floor and ground floor office type uses mainly utilized by solicitors, accountants, financial institutions and small businesses.

### **3.2.2 Industrial Development**

The majority of industry is currently located close to the motorway interchange in the Naas and Maudlins industrial estates as well the IDA industrial development on the Monread Road. The IDA Research Park at Tipper Road has been developed as a Tertiary Services Business Park, with two service facilities. Further developments of a similar type are planned for the remainder of the site. Other industrial uses are located on the Newbridge Road and Corban's Lane.

Industrial development outside the Town Council area has occurred north of the M7 at the Newhall Interchange and at Ladytown.

Naas/Kill has 48 Irish owned agency-supported establishments and 10 foreign owned establishments. The total number of workers employed by foreign or Irish companies in either a Permanent Full-Time (PFT) or Temporary position is set out in Table 4, while Table 5 gives the sectoral breakdown of these companies (Forfás 2002).

Community support for enterprise is provided by the local Chamber of Commerce, Naas Town Council, Kildare County Council and local Trade Councils affiliated to the ICTU.

**Table 4** Employment (Permanent and Temporary) in Naas/Kill

|                      | Foreign Owned Enterprises | Irish Owned Enterprises |
|----------------------|---------------------------|-------------------------|
| PFT Jobs             | 1,170                     | 1,621                   |
| Net Change 2000-2001 | 25                        | 224                     |
| Temp Jobs            | 45                        | 115                     |
| No. of Plants        | 10                        | 48                      |

Source: Forfás 2002

**Table 5** Sectoral Breakdown of Companies

|   | Foreign Owned Enterprises | Irish Owned Enterprises |
|---|---------------------------|-------------------------|
| Metals & Engineering                      | 4                         | 11                      |
| Food, Drink & Tobacco                     | 3                         | 10                      |
| Int. Traded Services & Financial Services | 0                         | 8                       |
| Clothing, Footwear & Leather              | 0                         | 1                       |
| Plastics & Rubber                         | 1                         | 2                       |
| Other Sectors                             | 2                         | 16                      |

Source: Forfás 2002

### 3.3 Economic Context

The economic development of Naas can no longer be viewed in isolation from the rest of the county or the Greater Dublin region as a whole. Ireland, as a country, has become an open economy and as a result the economic development of Kildare, and in turn that of Naas, must now be considered in the context of regional, national and global influences.

The National Spatial Strategy strongly recognises that quality of life is increasingly important to people. People want to spend less time in traffic or travelling long distances and more time at home with their families or enjoying leisure activities. It recognises the need to ensure that our cities, towns, and rural areas develop in a way that meets the economic and social needs of a growing population and that future development focuses on growing the attractiveness and competitiveness of places in a sustainable way. The focus is on the needs and desires of people-forming communities.

The Regional Planning Guidelines for the Greater Dublin Area, have set out a strategy for the continuing economic development of the region founded on the acceptance that Ireland is the

fifth most open economy in the world today and that Dublin is considered as the only location in Ireland with the necessary critical mass required by the global market for the location of investment. The guidelines set out to define Dublin in a wider context to include the counties of the Mid East region and present to the world a location for investment that will compete in scale with other locations of similar critical mass in Europe.

In March 2002, the Kildare County Development Board produced 'Kildare 2012, an Economic, Social and Cultural Strategy' for the development of Kildare. It sets out a shared vision for Kildare over the next ten years, a vision that all the main agencies in the county have signed up to and will work together to achieve. This constituted the first occasion where key agencies in the county came together to draw up shared goals and objectives and align their policies to achieve a common agenda. The Strategy provides a framework for all major organisations with an interest in the development of Kildare. The main aims of the Board are to:

- (a) Improve co-ordination and co-operation in the delivery of services at local level thereby improving the quality of those services, and;
- (b) Involve local interests and communities in deciding on how, where and what type of services should be available.

The Key Themes central to the document include:

- Transport & Communications;
- New Settlement Patterns;
- Community Needs;
- Housing & Physical Infrastructure;
- Economic Progress, Skills & Regional Development;
- Agriculture, Farming & Rural Development;
- Environmental Issues;
- Education, Training & Capacity-Building; and
- A Sense of Place.



In general terms, the priority for economic policy in the region as set out in the guidelines is the relief of supply constraints in relation to infrastructure and some categories of labour, and therefore a high level of investment in economic infrastructure and human capital is required to:

- attract and develop new high tech manufacturing and internationally traded service sector inward investment;
- enhance the scale and competitiveness of indigenous firms; and
- influence the location of economic activity.

To be successful in attracting inward investment and growing indigenous industry, the Greater Dublin Area, with Naas as a key constituent, must offer:

- high quality economic infrastructure;
- a large, varied and flexible labour market;

- appropriate education infrastructure; and
- a high quality built environment.

In pursuit of this strategy the Guidelines proposes to develop four centres of economic critical mass, called 'Primary Dynamic Clusters', at the nodes where the four main radial routes out of Dublin City intersect the proposed Dublin Outer Orbital Route that will run outside the M50 from Drogheda around to Wicklow. Naas is located within one of these clusters.

### 3.4 Future Employment, Enterprise & Economic Strategy

The projected increase in population, allied to the last census population increase, will result in an increase in the labour force and in participation rates as a whole in Naas. The availability of a larger workforce could result in a comparative advantage in attracting inward, employment-creating enterprises, provided the deficit in educational attainment is redressed, but will also require the creation of employment opportunities. The regional employment role of Naas as envisaged in the Regional Planning Guidelines, will require significant job creation during the lifetime of this Development Plan and beyond.

The Planning Authority is limited in its actions in support of economic development, which will be determined in the first instance by market forces, and secondly by agencies with a remit for specific intervention in this area. The Planning Authorities can assist the development of all economic sectors by the implementation of policies relating to:

- The provision of an adequate and efficient transportation system.
- The zoning of sufficient and appropriately located lands for industrial and commercial development.
- The provision of sanitary services and other urban infrastructure.
- The provision, in conjunction with other agencies, of enterprise centre provision and training infrastructure related to small and medium sized enterprises (SME's).
- The zoning of adequate residentially zoned lands and the creation of an attractive urban environment to facilitate residency of the projected labour force.
- Developing the public realm and amenities of Naas so that the quality of life of employees and residents can be improved.

Consistent with the strategy as set out in the RPG's, the joint Councils will seek to (1) promote the economic development of Naas, (2) maximise opportunities presented by the identification and position of Naas as a Large Growth Town 1 within the 'Primary Dynamic Cluster' of Naas - Newbridge - Kilcullen and (3) build upon its proximity to the County's principle transportation routes. In particular, sufficient lands will be zoned for employment generating development throughout the Plan period. The adequacy of employment generating land supply will be closely monitored throughout the Development Plan period.

In order to encourage the better sustainable use of land and influence travel patterns, the employment strategy and employment land use supply seeks to provide the majority of new land within or in close proximity to existing centres and to proposed major transport nodal points.

### **Strategic Goal**

*'To improve the access of the existing and future labour force resident in Naas to employment, and to make Naas a first choice location for indigenous and foreign direct investment by developing, through the effective and efficient deployment of resources, a location that will attract and sustain indigenous and foreign direct job creating investment'.*

### **Objectives**

It is an objective of Naas Town Council:

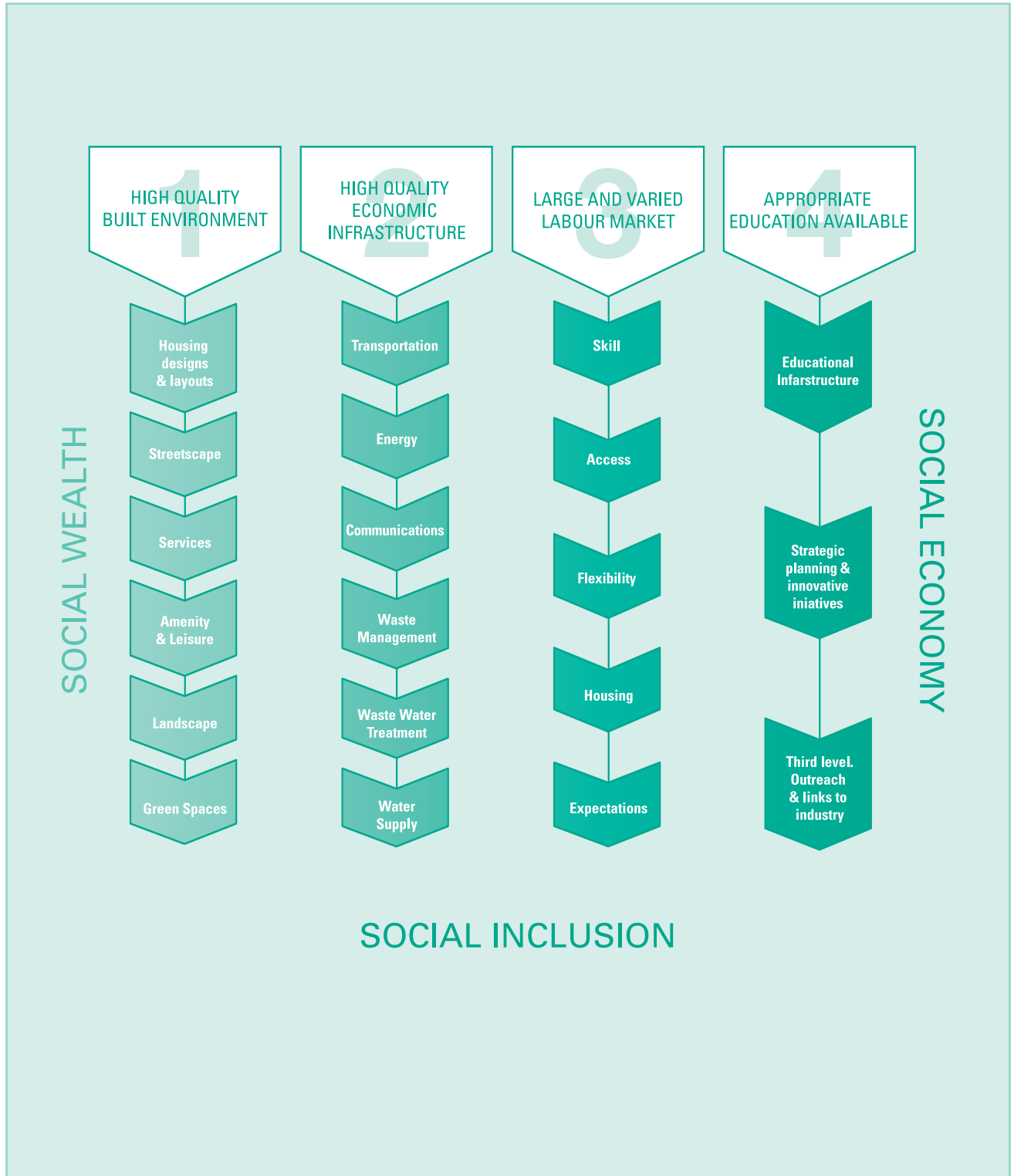
- (1) To build capacity for future population and employment growth.
- (2) To support the development of a skilled and flexible labour force.
- (3) To develop educational facilities and initiatives that promote and support opportunities in line with future labour market requirements.
- (4) To develop a quality built environment to attract and sustain enterprise and employment.
- (5) To integrate development of the town with employment generators already established in its environs.

It is clearly seen from Figure four that a Strategy for Economic Development integrates to focus all the elements that shape the town as a living environment, and that the role of each is relevant. There are some individual elements that have a greater impact than others in presenting a location to attract and sustain economic development, but increasingly factors that heretofore were considered irrelevant are emerging as strong influences.

*Factors that make a town attractive for both firms and their employees are the key to a successful economic development strategy.*

The Development Plan is the primary document that sets out the policy in this regard and presents in a holistic fashion all the issues that impact on population assignment and investment into the town. It constitutes the document from which the investor will take guidance as to future socio-economic development strategy trends enabling the investor to plan with reasonable certainty strategies to deliver the jobs and the houses as well as the social infrastructure that the town requires.

Figure Four Key Criteria for Attracting Indigenous and Foreign Direct Investment



### Policy Statements

In terms of Employment, Enterprise & Economic Development, it is the policy of Naas Town Council and Kildare County Council:

- EE 1 To facilitate and encourage the development of Naas within the 'Primary Dynamic Cluster'.
- EE 2 To support the economic development initiatives of other agencies and to promote the development of sustainable employment in co-operation with the relevant agencies.
- EE 3 To support IDA Ireland in the attraction of high value-added manufacturing sectors and internationally traded sectors into Naas.
- EE 4 To support Enterprise Ireland, Kildare County Development Board and relevant community support groups/agencies such as Naas Chamber of Commerce in the promotion of economic development and indigenous enterprise.
- EE 5 To ensure that an adequate quantity and range of land is available for industrial development and that the appropriate infrastructure including roads, sanitary services, energy supply and telecommunications, training infrastructure and housing is provided.
- EE 6 To create an integrated and sustainable public and private transport system to move persons and goods efficiently within and through Naas.
- EE 7 To encourage the integration of employment locations with other land uses and the transportation network, and in particular, ensure that the location of employment intensive land uses are located in proximity to existing and planned strategic routes, where public transport is viable.
- EE 8 Where industrial sites are developed adjacent to residential areas, to ensure that there is adequate screening in the form of planting, landscaping and mounding as appropriate.
- EE 9 To apply a flexible approach to the zoning of entrepreneurial start up businesses and small scale industrial and employment generating activities, where it can be demonstrated that the proposed use would have minimal impact on adjoining uses, primarily residential property.
- EE 10 To facilitate the development of appropriate 'Information Communication Technology' (ICT) centres for training, tele-working and call centres.



- EE11 To facilitate the provision of telecommunications infrastructure to meet the socio-economic needs of the population within the various employment sectors. The development of Broadband Communication Networks shall be promoted to create a dynamic for significant growth opportunities in Naas.
- EE12 To encourage office development in the town centre, especially using the upper floors of buildings.



**chapter 4**

# infrastructure & transportation

#### 4.1 Part A: Infrastructure

##### 4.1.1 Background

The growth of Naas has generated demand and additional pressure on the capacity of wastewater treatment, waste management and water supply. The population of Naas town is rapidly growing. The 2002 Census for Naas shows a growth from 14,074 inhabitants in 1996 to 18,288 in 2002.

##### 4.1.2 Wastewater Treatment

Planning for the future water supply and wastewater treatment facilities in the County Kildare area has been approached on a regional basis. Considerable expansion of capacity has taken place over the past number of years in relation to water supply, foul and surface water infrastructure and wastewater treatment capacity. In particular the tertiary wastewater treatment plant at Osberstown has been expanded to cater for a population equivalent of 80,000. There are proposed plans to extend the capacity to 130,000 Population Equivalent in order to cater for existing and planned development within the catchment.

##### Goal

To provide a reliable system for the safe and adequate disposal of wastewater in a manner which is sustainable and which is within the resources of the Councils.

##### Objectives

In order to continue development within the town, Naas Town Council is committed to the following objectives:

- (1) To improve the provision of wastewater services in those areas of the town where deficiencies exist at present.
- (2) To preserve the capacity of the wastewater network for lands zoned in this plan.
- (3) To ensure the development of separate networks for both foul and surface water.
- (4) To promote the changeover from septic tanks to mains connections in all cases where this is feasible;
- (5) To preserve free from development the wayleaves of all public sewer and water mains;

##### Policy Statements

In order to facilitate development in a manner which can be supported by the wastewater network, it is the policy of Naas Town Council;

- SS 1 To provide the necessary drainage facilities to serve the needs of all development within the town and to prevent pollution.
- SS 2 To ensure that sufficient capacity exists to cater for existing consumers and serves the needs of the projected population increase, and facilitates future industrial and commercial development.

- SS 3 To encourage only as much development, both in terms of quantity and type of development as can be provided for, based on the utility services available.
- SS 4 To have regard to the policies being developed by the Greater Dublin Drainage Study including inter alia policies on the following:
- Infiltration and Exfiltration;
  - Climate Change;
  - Basements;
  - New Developments;
  - Environments; and
  - Surface Water.

#### 4.1.3 Water Supply

The Council recognises the importance of an adequate water supply and drainage system for development in Naas. At present, water supply for Naas town and its environs is abstracted from the Ballymore Eustace water treatment plant, 10km southeast of the town. This supply is nearing capacity. It is the intention of the County Council during the period of this plan to enhance the service with the addition of a new 500mm main from Ballymore Eustace scheme. This will ensure an adequate water supply for development in Naas for the period of the Plan.

##### Goal

To continue to provide an adequate supply of quality water suitable for domestic, industrial, agricultural and other uses.

##### Objective

To increase the capacity of the current service with the addition of a new 500mm main from Ballymore Eustace scheme.

##### Policy Statements

In order to facilitate development growth in a manner which can be supported by the water network, it is the policy of Kildare County Council and Naas Town Council;

- WS 1 To provide water, in sufficient quantity and quality, to serve the needs of existing consumers and the projected population increase, and to facilitate future industrial and commercial development.
- WS 2 To promote water conservation measures within the Town Council and environs by requiring the installation of water meters in all new residential units and in units where planning permission is required for an extension.
- WS 3 To implement the 'Polluter Pays Principle' for non-domestic usage.
- WS 4 To comply with the European Union Drinking Water Directive 98/83/EC.
- WS 5 To support the recommendations outlined in the Water Strategy (2003) for County Kildare.

WS 6 To continue to undertake improvements and extend the existing infrastructure of the water network.

WS 7 To have regard to the condition, location and accessibility of heritage items in the planning and provision of services (telecommunications, water, and sanitary services).

#### 4.1.4 Solid Waste Management Strategy

Kildare County Council adopted the Waste Management Plan for Kildare in 2000. This will be reviewed in 2005. The Plan highlights current levels of waste and sets objectives whereby overall levels will be reduced and stabilised in order to comply with both national and European legislative guidelines. The guidelines set down a hierarchy of preferential modes of waste management, focusing on prevention, minimisation, re-use/recycle, and disposal with energy recovery and disposal of residual waste.

##### Objective

To promote the principles of reduce, reuse & recycle.

##### Policy Statements

In terms of Waste Management, it is the policy of Naas Town Council in conjunction with Kildare County Council:

WM 1 To promote the implementation of the Waste Management Plan (2000-2005) for Kildare and any future Waste Management Plans.

WM 2 To promote the development of facilities in accordance with the waste hierarchy principle, which involves a shift towards preventative and waste minimisation measures.

WM 3 To encourage the recycling of construction and demolition waste and the reuse of aggregate and other materials.

WM 4 To promote the 'Polluter Pays Principle' in Naas Town Council functional area.

WM 5 To encourage the provision of recycling facilities (i.e. bottle banks, bring centres etc.) at suitable locations in the town to facilitate domestic recycling initiatives.

WM 6 To promote and facilitate communities to become involved in environmental awareness activities and community-based recycling initiatives or environmental management initiatives that will lead to local sustainable waste management practices.

#### 4.1.5 Telecommunications Infrastructure

There is an increased demand for mobile phones, broadband and other telecommunication

equipment to improve the telecommunications network and provide a global system for mobile communications. Naas Town Council acknowledges the importance of the telecommunications sector to the local and regional economy. Broadband gives small and medium sized businesses the advantage of being permanently connected to the Internet. Access to advanced information and communications infrastructure is essential to development and offers a competitive advantage in attracting economic development and inward investment. The vast growth in the use of the Internet and Worldwide Web requires infrastructural investment to accommodate this growth.

In terms of telecommunications infrastructure, Naas has 15-80 Gbit Dense Wavelength Division Multiplexing (DWDM) access to the backbone broadband network. It also has up to 2.5 Gbits Synchronous Digital Hierarchy (SDH) technology. The location also has primary rate ISDN (Integrated Services Digital Network).

#### **Policy Statements**

It is the Council's policy:

- TI 1 To support the Government Guidelines on 'Telecommunications Antennae & Support Structures - Guidelines for Planning Authorities', (July 1996).
- TI 2 To encourage co-location of telecommunications facilities where feasible.
- TI 3 To preserve significant landscape views from the visual intrusion of large scale telecommunications infrastructure.
- TI 4 To ensure that telecommunication infrastructure is adequately screened, integrated and/or landscaped so as to minimise any adverse visual impacts on the environment.
- TI 5 To extend the telecommunications network in Naas and facilitate access to it by all sections of the community by developing initiatives through the public library service.

#### **4.1.6 Electricity Supply**

A 10 MVA station on the Kilcullen Road and a second 10 MVA station at Johnstown supply Naas with electricity. The station at Johnstown was upgraded from 5 MVA to 10 MVA in November 1991 to meet increased demand from the town. Winter peak demand is currently running at 14 MVA for Naas and Johnstown leaving 6MVA to meet future demand.

Naas's electric infrastructure comprises one 400kV power-line, two 220 kV power-lines, one 110 kV and associated 38 kV lines.

#### **Policy Statement**

It is the Council's policy:

- ES1 To continue to facilitate the development of this supply within the town, subject to amenity and preservation requirements, as set out in this Plan.



#### 4.1.7 Gas

The town is served by a natural gas supply since the mid 1990's, which comes via a spur from the Cork to Dublin trunk line. This is regulated by a pressure reducing installation on the Ballymore Road (adjoining the lakes area). Naas Town Council will continue to encourage the use of more environmentally sustainable fuels in Naas.

#### Policy Statement

It is the Council's policy:

GS1 To encourage the extension of the existing gas infrastructure network in Naas and its environs in consultation with Bord Gáis.

## 4.2 Part B: Transportation

### 4.2.1 Background

The transport system is an important component in meeting the physical, social and economic needs of any town. Naas Town Council will seek to encourage patterns of economic growth which can be achieved with maximum transport efficiency and the least possible environmental impact, so that economic growth does not generate an unlimited increase in the demand for transport, with consequent adverse environmental effects.

Naas is a key transportation node in County Kildare. The location of Naas within the Greater Dublin Area and its close proximity to Dublin and international links have resulted in a concentration of development pressures within the Town Council boundary. The Plan therefore seeks to encourage and facilitate the provision of infrastructure services to meet the demand for development and future population increases in an environmentally friendly manner.

Naas has developed off the junction between the M7 and M9 National Primary Routes. These link Carlow, Kilkenny and Waterford road with the Dublin to Cork and Newbridge Road. The M7, which diverts a high proportion of through traffic away from the town centre, now bypasses Naas. The demand for road travel is increasing with rapidly increasing car ownership levels, which results in severe constraints on the capacity of the road system.

### 4.2.2 Naas Integrated Framework Plan For Land Use and Transportation

The development of a high quality, sustainable and integrated transport system requires an understanding of the roles it can provide at a regional and local level. It also involves a recognition of the shifts that are required, especially towards public transportation, and of the land use responses needed to ensure efficiency, economic returns on investment, minimal environmental impact and strengthening the quality of life in an area.

In May 2003, Naas Town Council and Kildare County Council prepared an Integrated Framework Plan for Land Use and Transportation (IFPLUT) for Naas. The purpose of this report was to set out an integrated framework plan for the future development of the town. The plan takes a medium to longer-term view up to 2020. The vision promoted in the plan is of a sustainable and efficient town with a balanced range of functions, facilities and amenities, building on its present strengths and meeting the needs of its people. The framework provides guidance for the review of the current and future development plans for Naas.

An important function of the Integrated Framework Plan for Land Use and Transportation is to demonstrate how Naas can be developed in conformity with the requirements of modern best practice in land use and transportation planning and with national and regional objectives. These include government policies in relation to sustainable development, residential densities, etc., as well as the designation of the town as part of a Primary Dynamic Cluster within the Greater Dublin Area and the transportation proposals outlined in 'Platform for Change' (Dublin Transportation Office, 2001).

The plan establishes a framework that:

- integrates existing and future land uses, including housing, shopping, employment activities and amenities;
- incorporates the principles of sustainability;
- provides the basis for the close integration of development with sustainable transportation modes: walking, cycling public transport; and
- places a strong emphasis on quality of life issues.

An essential element of this, particularly in Naas, is the need to integrate spatial planning policies with key transport requirements, particularly in areas such as the 'Northwest quadrant', which will experience high levels of growth in the future. Consideration will have to be given regarding the densities in close proximity to public transport nodes.

### **Goal**

To develop a safer, more efficient and integrated transport system within Naas, with improvements to the road network, other forms of the transport network including cycleways and pedestrian friendly environments. In particular, emphasis will be placed upon upgrading the public transport system providing new, and improving existing, facilities and increasing usage levels.

### **Objectives**

- (1) To promote and encourage the development and growth of Naas in line with the principles of sustainable development and facilitate the implementation of measures identified in the Naas IFPLUT.
- (2) To promote an appropriate balance of employment, residential and service facilities (schools, shopping, community facilities etc) and land uses that will increase the self-sufficiency of the town and support its role as a key part of a designated Primary Development Centre in the Greater Dublin Area.

- (3) To encourage Iarnród Éireann, Bus Éireann and private companies to improve the frequency and quality of public transport facilities to, from and within the town.
- (4) To support the improvement of public transport services generally by reserving land in suitable locations for infrastructural and other requirements of the public transport sector (where such needs have been identified).
- (5) To promote land use planning measures which aim for transportation efficiency, economic returns on transport investment, minimisation on environmental impacts and a general shift towards the use of public transportation throughout the town.
- (6) To increase the level of access within Naas to a choice of transport modes and, in particular, to promote forms of development that reduce dependence on private car transport.

#### **Policy Statements**

In order to achieve efficient mobility the Town Council is committed to the following policies:

- LUT 1 To provide for the future transportation needs of Naas Town in a sustainable manner.
- LUT 2 To integrate land use planning and transportation planning.
- LUT 3 To consolidate development in areas which are served by a viable public transport system and a good road network.
- LUT 4 To concentrate developments which generate large numbers of trips, such as offices, shops, higher residential areas and labour intensive employment along existing and proposed transportation corridors.
- LUT 5 To ensure that the design and layout of new developments enable, facilitate and encourage access by pedestrian, bicycle and public transport.
- LUT 6 To encourage the provision of public transport services concurrent with new housing and development.
- LUT 7 To ensure that development density is adequate to support the provision of a viable public transport system.
- LUT 8 To ensure all future development is suitably located to ensure the viability of the public transport system.
- LUT 9 To facilitate and encourage cycling as a more convenient, popular and safe method of transport, through the designation of a cycle network, linking population, commercial, community facilities and transport nodes.

- LUT 10 To restrict suburban generated development along the approach roads into the town, in the interests of traffic safety, utilities and services provision and proper planning.
- LUT 11 To carry out improvements on the existing road system to relieve congestion.
- LUT 12 To co-operate with the public transport authorities and any other relevant bodies in the improvement of the public transport system and establish the feasibility of a park and ride system in Naas.
- LUT 13 To carry out a study of the feasibility or otherwise (within 3 years) of a direct rail link from Naas to Sallins Station. Any such study should be carried out in co-operation with the Rail Authority.
- LUT 14 To provide adequate access for people with disabilities through the provision and management of parking facilities.
- LUT 15 To ensure, in so far as possible, that all transport facilities and services operational in the town are accessible for people with disabilities.
- LUT 16 To have regard for the condition, location and accessibility of heritage items in the planning and provision of transportation services.
- LUT 17 When considering the landscaping requirements of new transport networks the Council will promote the planting of native species along with natural regeneration.
- LUT 18 To require that significant new industrial developments in the vicinity of a town will have to incorporate designated HGV parking areas. Applicants shall consult with the Planning Authority at pre-planning stage to determine if the size of the proposed industrial development proposed requires designated HGV parking areas.

#### 4.2.3 Public Transport

Key public transport corridors exist within Naas and its environs. It is the aim of Naas Town Council to create a modal shift in transportation from car based modes to more sustainable forms of integrated public transport. In order to ensure developments are sustainable, land use and transportation planning (including non-motorised modes) has to be co-ordinated and integrated. The layout of development should be designed to reduce the trip generation, especially by cars. Naas Town Council seeks to reduce auto dependency and promote a balanced transportation strategy.

The Traffic Framework Study identifies a new public transport corridor within Naas, as outlined in the Land Use Zoning Objectives Map. It proposes the development of a strategic corridor that will link Sallins station southwards through Millennium Park, serving the zoned residential development in the Northwest quadrant, the extended town centre and other residential

neighbourhoods with a 'loop' service. This will maximise public transport and ensure an efficient service.

Naas is served by a number of coach and bus services run by private operators, including an internal local bus service. Bus Éireann also provides a comprehensive service through the town. Sallins railway station, which serves Naas, provides a commuter service (namely the 'Arrow') to and from Dublin. This local rail link provides 30 services per day to various destinations and a 31-minute journey time to Dublin. These services will be developed in conjunction with the relevant authorities in accordance with consumer demand during the period of this plan.

Walking and cycling are important transportation options for many people. It is an inexpensive form of transport and is a popular form of recreation and exercise. The Town Council will seek to ensure that these modes of movement develop in a sustainable and co-ordinated manner within the town.

#### **Policy Statements**

It is the policy of the Council:

- PUB 1 To have regard to the policies and recommendations as outlined in the IFPLUT plan for Naas.
- PUB 2 To provide, facilitate and regulate the provision of parking spaces conveniently located to serve the various land uses.
- PUB 3 To allow ease of access between houses, work-places, schools, commercial and recreational areas.
- PUB 4 To progressively improve all urban roads and footpaths and maintain these to the highest possible standards, having regard to the availability of finance for the work and amenity and townscape requirements.
- PUB 5 To ensure that all roads, footpaths and car-parks are constructed with the needs of the physically disabled in accordance with Part M of the Building Control Regulations, 1997 -2000.
- PUB 6 To continue to provide for and extend the system of safe pedestrian routes linking residential areas and the Main Street with schools, shops and open spaces.
- PUB 7 To include cycle-ways in the planning of new residential areas and also throughout the existing road network, and seek to develop cycle route networks throughout the town.
- PUB 8 To ensure a safe and comprehensive roads system capable of satisfying the requirements of both vehicular and pedestrian traffic within and through the town.

#### 4.2.4 Pedestrian and Cycle Networks

An integrated and coherent non-motorised transport network, that is multi-functional and safe for all users, of all ages, will be considered during the period of the plan. This network will be integrated with local activity centres such as the town centre, residential areas, green areas, recreational and employment centres.

#### 4.2.5 Urban Renewal in Naas to Improve Pedestrian Movement

This plan promotes greater pedestrian and cyclist activity throughout Naas's town centre and discourages vehicular trips. The enhancement of the pedestrian environment improves the enjoyment of Naas for residents and visitors alike. The proposed pedestrian priority linkages in the town core would increase the attractiveness of the town centre with safer movement of pedestrians with pedestrian/cycle routes to local residential and employment centres. The proposed pedestrianisation of Popular and Market Square in the medium term would dramatically increase the attractiveness of the town centre of Naas. This would encourage the uptake of environmentally sustainable modes of transport and utilise the pedestrian / cycle routes to local residential and employment centres.

#### Policy Statements

It is the policy of the Council:

- PC 1 To provide for the construction of cycle-ways, where feasible, throughout the town and in particular in new residential areas and public open space.
- PC 2 To provide a cycle lane to link the canal to the Sallins Road south of the Industrial and Warehousing Zoned lands as indicated on the land use zoning objectives map.
- PC 3 To ensure that all new residential developments are designed with cyclists and pedestrians in mind and facilitate safe and direct cycle access to local services and public transport nodes. Design should be in accordance with the National Cycle Manual and the Traffic Management Guidelines.
- PC 4 To realise the potential of routes along the Canal for cycle lanes and how these will be incorporated into the existing school network will be investigated over the period of the plan.
- PC 5 To facilitate an integrated network of safe and convenient cycle and pedestrian routes throughout Naas.
- PC 6 To encourage the accommodation of adequate cycle facilities in the form of sheltered bike parking, lockers and shower facilities in all new developments.
- PC 7 To support the policies and recommendations outlined in the Safer Routes to School initiative upon its completion.



## 4.2.6 Car Parks

There are four car parks within easy reach of the Main Street. Together these accommodate 826 car spaces in total. On-street car parking in Naas is restricted due to the associated congestion problems in the town centre. Proposals are being developed for the provision of multi-storey car parking at the Corban's Lane site. Since the last Development Plan, Naas Town Council adopted by-laws to introduce the 'Pay and Display' traffic management and parking system in the town.

Figure Five Location of Car Parks in Naas

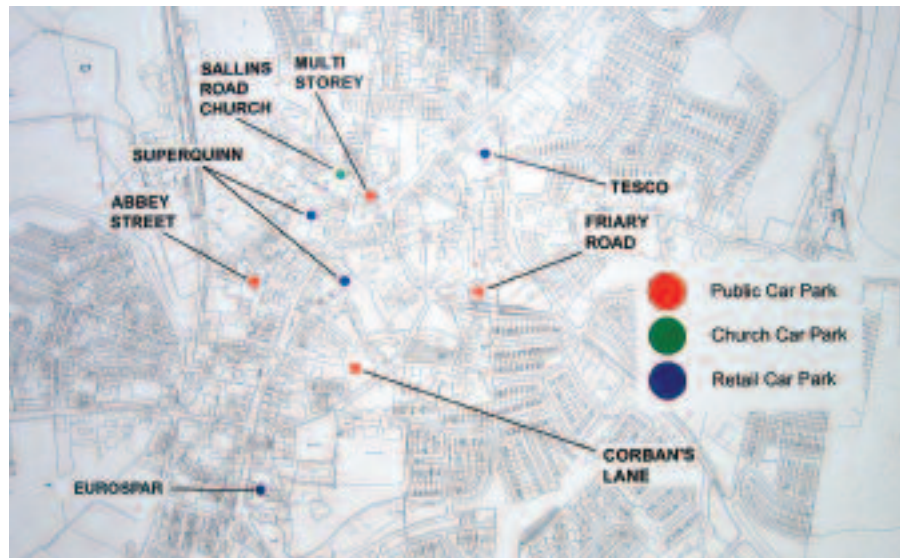


Table 6 Public Car Parks in Naas

| Car Park      | Number of Spaces |
|---------------|------------------|
| Corban's Lane | 220              |
| Multi Storey  | 450              |
| Abbey Street  | 46               |
| Friary Road   | 110              |

The Council seeks to encourage a modal shift from cars to public and more sustainable forms of transport. The provision of further car parking will be subject to the preparation of mobility plans as part of the planning process. All major applications where there will be over 50 employees will be required to present to the Council for approval a detailed mobility plan for the proposed business.

Naas Town Council aims to ensure that there is a sufficient supply of spaces to support the town centre businesses and that these spaces are effectively managed.

### Policy Statements

It is the Council's policy:

- CP 1 To ensure that access to buildings, public transport and public spaces are accessible to people with mobility needs and have regard to 'Buildings for Everyone' 2002 published by the National Disability Authority
- CP 2 To require in general, that all new industrial developments in the vicinity of the town incorporates designated HGV parking areas
- CP 3 To consider the feasibility of the provision of parking for Commercial vehicles and Heavy Goods Vehicles (HGVs) park and ride facilities during the period of the Plan
- CP 4 To promote and encourage the development and growth of Naas in line with the principles of sustainable development and facilitate the implementation of measures identified in the Naas IFPLUT Study

#### 4.2.7 Roads Programme - Policy Statements

In order to achieve efficient mobility, it is the policy of Naas Town Council, under the following areas:

##### Realignment & Widening

- M1 To widen Friary Road and footpaths to the east for sections between Corban's Lane and Poplar Square
- M2 To widen Abbey Street at the junction with Basin Street
- M3 To realign and widen John's Lane at bend opposite Keenan's car-park
- M4 To realign and widen Corban's Lane between Cill Corbain and Main Street South, and create new junction at Murtaghs Corner
- M5 To realign that section of the Tipper Road between Roselawn and the entrance to the racecourse
- M6 To realign and widen Fishery Lane at the entrance to Fruehauf Ireland industrial site
- M7 To realign that section of the Blessington Road between Friary Road junction and Tipper Road junction
- M8 To seek the realignment of sections of the following roads: Rathasker Road (including the construction of a cul de sac at the proposed distributor road) the Craddockstown and Ballymore Roads. Any realignment of these roads should retain their existing rural character

- M9 To realign that section of the Caragh Road between Ploopluck Bridge and the realigned section at the Eil Wall crossing of the Motorway
- M10 To realign and reconstruct the Sallins Road from Poplar Square to the Millennium Park roundabout, including the provision of right and left hand turning lanes at junctions, footpaths, cycle lanes, public lighting and traffic calming measures
- M11 To examine the possibility of constructing a lifting bridge on the Newbridge Road at the point of crossing the canal at Jigginstown
- M12 To upgrade the Dublin Rd. from the Monread Rd. junction to the Fishery Rd. junction

#### **Junction Improvements**

- M13 To provide for design junction details at the Tipper Road/Forenaghts Road junction
- M14 To upgrade in conjunction with Kildare County Council the junction of the Kilcullen Road and Ballymore Road at the Fairgreen
- M15 To upgrade in conjunction with Kildare County Council the section of the R445 from Fishery Lane to the N7 in accordance with the adopted N7 Naas Road Widening and Interchange Scheme
- M16 To improve the junction at Abbey Street and Abbey Road
- M17 To improve the junction of Ashgrove Development and the Dublin Road
- M18 To continue improvement of junctions, bends and urban roads in pursuance of traffic safety considerations and carry out final improvements, where necessary and feasible, subject to amenity and townscape considerations and the preservation of listed buildings
- M19 Improve the junction of Fishery Lane and Dublin Rd. in accordance with the Naas Road widening scheme

#### **New Roads**

- M20 To construct a distributor road linking the Ballymore Road to the Kilcullen Road and pending its construction to reserve the line of this route free from development
- M21 To construct a distributor road linking the Kilcullen Road to the Rathasker Road and pending its construction to reserve the line of this route free from development
- M22 To construct a distributor road linking the Rathasker Road to the Newbridge Road at Chadwicks and pending its construction to reserve the line of this route free from development

- M23** To construct a distributor road from the Newbridge Road at the new civic offices to the distributor road referred to in the transportation objective M22
- M24** To construct a distributor road linking the Caragh Road to the Newbridge Road opposite the entrance to Arconagh and pending its construction to reserve the line of this route from any development. On completion of this new road and bridge, it will be Council's policy to seek to protect the capacity of Ploopluck Bridge. However any changes in the future use of the bridge will be dependent on the outcome of the completion of the Local Area Plan (see map 1-3). It is further the policy of the Council that the construction of this road will be of sufficient height at the point of crossing the canal so as not to hinder the future passage of pleasure craft and that the design of this road bridge over the canal be in sympathy with the existing canal bridges
- M25** To provide a new interchange on the M7 at Millennium Park serving the northwest quadrant of Naas and the adjacent industrially zoned lands, and provide a distributor road from the Newbridge Road to the Sallins Road
- M25a** To provide a new distributor road/high quality public transport corridor from the town centre to the proposed distribution road from the Newbridge Road to the Sallins Road
- M25b** To provide a link from the proposed new distributor road/high quality public transport corridor to the Caragh Road
- M25c** The Planning Authority will examine and assess the possibility /potential to provide a link road from the proposed Sallins by-pass to connect with the existing road network in Naas
- M26** To construct a distributor road linking the Dublin Road and the Tipper Road through lands in the ownership of Naas Racecourse Co. Ltd. and pending its construction to reserve the line of this route from any development
- M27** To construct a distributor road linking the Tipper Road and the Blessington Road through lands zoned industrial wholesale and pending its construction to reserve the line of this route from any development
- M28** To construct a distributor road linking the Craddockstown Road to the Ballymore Road through lands to the south of the County Council Offices and pending its construction to reserve the line of this route free from development
- M29** To construct a distributor road between Millennium Park and the Newbridge road
- M30** To examine the possibility (through the completion of a constraint study/studies in

the period of the plan) linking the Dublin Road to the Blessington Road, and through the Southwest to the Newhall Interchange

#### **Footpaths & Lighting**

- M31** To provide footpaths and public lighting on Friary Road up to its junction with the Blessington Road
- M32** To ensure that roads and footpaths are designed and constructed to cater for the needs of the physically disabled
- M33** To provide footpath continuity at the following locations:
- the east side of the Blessington Road to east of Elmwood;
  - each side of Corban's Lane at Dara Court/Loughbwee;
  - the west side of Loughbwee;
  - the east and west sides of Abbey Street;
  - the east side of the Blessington Road from Elmwood to the Dublin Road;
  - the north side of the Tipper Road between Woodlands and Roselawn;
  - on both sides of the Dublin Road from the Racecourse to Maudlins Interchange; and
  - along the north side of the Sallins road from the Sycamores to Hollywood Park

#### **Other**

- M34** To create a cul de sac on the canal road from Abbey Bridge to the Town Boundary north of Leinster Mills, with the closure to vehicular traffic at the Leinster Mills end
- M35** To erect a set of traffic lights on the Dublin Road at the junction with the proposed distributor road linking to Monread Avenue
- M36** To include for a one-way system from Poplar Square to the new link road
- M37** To divert heavy goods vehicles carrying a certain weight from the Town Centre.
- M38** To preserve the rural character of the following roads:
- Tipper Road
  - Craddockstown Road
  - Rathasker Road



**chapter 5**  
retail strategy



### 5.1 Background

The framework for retail planning has greatly changed since the publication of the Retail Planning Guidelines for Planning Authorities by the Department of the Environment, Heritage and Local Government (DoEHLG) in December 2000. These required local authorities to prepare retail policies for their administrative areas and they set out the matters which are to be included in future development plans.

The need for a more coherent framework for retail planning is founded in the sustained rate of growth of the Irish economy which brought considerable pressures for additional retail floorspace - convenience, comparison and bulky goods. These pressures prevail in Kildare, largely fuelled by the significant increase in population witnessed in the period between the 1996 and 2002 Censuses of Population, the proximity of the County to Dublin and the increasing affluence of its residents.

Over this period, the population increase of the County as a whole was 21.5%, one of the highest in the country. Naas, in particular, grew substantially with the population of the town increasing by over 30% to 18,288 between 1996 and 2002. To put the significance of the increase in context, the population nationally grew by 8% over the same period. This trend is set to continue under both the National Spatial Strategy (NSS) and the Regional Planning Guidelines for the Greater Dublin Area which identify that Naas as the County Town should continue to grow.

An assessment of the requirement for additional retail floorspace by Kildare County Council indicated that there was substantial expenditure capacity for both new convenience and comparison floorspace, including retail warehousing, within Kildare over the period of the County Development Plan and beyond to 2011 even after new planning consents had been taken into account. Naas will be an important location for the distribution of any additional floorspace over the period of the Development Plan and beyond.

### 5.1 Retail Development

#### Goal

To promote and encourage major enhancement and expansion of the retail floorspace and town centre functions of Naas to further develop its competitiveness and importance as one of the key centres in the County and wider Greater Dublin Area (GDA).

#### Objectives

To achieve the overall goal, the following strategic objectives are set to provide the framework for the specific policy programmes and proposals and a clear definition of what the development plan seeks to achieve. These are:

- (1) to make an important contribution to sustaining and improving the retail profile and competitiveness of County Kildare within the retail economy of the GDA and beyond

- (2) to address leakage of retail expenditure from the town and its catchment by providing the means to strengthen the range and quality of its retail offer
- (3) to ensure an efficient, equitable and sustainable spatial distribution of centres in and around the town
- (4) to establish clear objectives and guidance on where different forms of new retail floorspace would be acceptable
- (5) to ensure that the retail needs of the Naas catchment area are met as fully as possible, taking due cognisance of the GDA Retail Strategy hierarchy.
- (6) to provide the criteria for the assessment of retail development proposals. (Schedule I)

#### **Schedule I - Criteria For The Assessment Of Retail Development Proposals**

In accordance with the Retail Planning Guideline requirements, all applications for significant retail development should be assessed against a range of criteria. What is significant will vary around the country. Consistent with the GDA Strategy and the County Retail Strategy as a general rule, it is recommended to be 1,000m<sup>2</sup> (gross) of convenience development and 2,000m<sup>2</sup> (gross) of comparison development.

The criteria to be considered in the assessment of significant applications will include:

- I. Testing the proposal against the sequential approach and that other options have been considered;
- II. The impact on town, district and village centres, including cumulative impact;
- III. The baseline information and capacity/impact assessment is fit for purpose and transparent;
- IV. There is demonstrable need for development;
- V. The relationship of the application to any development plan allocation;
- VI. Its contribution to town/district/neighbourhood centre improvement;
- VII. Its contribution to site and/or area regeneration;
- VIII. The quality of access by all modes of transport and by foot and bicycle;
- IX. Its role in improving the competitiveness of the town, county and sub-areas of the county;
- X. The extent to which it is relevant to consider the imposition of restrictions on the range of goods permitted for sale; and
- XI. Any other development plan allocations.

If the retail proposal, whether significant or not, accords with Development Plan policies and proposals in all material respects it should expect to meet with approval. In compliance with the RPG, in such instances, it should not be necessary for the applicant to provide additional supporting background studies. However, the onus is on an applicant to demonstrate convincingly that the proposal does comply closely with the Development Plan. Where there is doubt on any aspect of a planning application, the Council will require a detailed justification related to the matter that is questionable.

### 5.3 Strategic Policy Framework

The strategic policy framework that underpins the specific retail policies and proposals of the Development Plan addresses the specific requirements and guidance of the RPG and the objectives set out above. It comprises:

- County Retail Hierarchy
- Sequential Approach
- Core Retail Area

#### 5.3.1 County Retail Hierarchy

Naas is the Administrative Capital and County Town in Kildare. It is a Level 2 Tier 3 centre in the national retail hierarchy. In respect of its retail profile and importance, it has a difficulty competing with other centres at the same level in the GDA hierarchy. There is a need for Naas to grow into a centre of greater regional importance in order for the County to have a greater retention of spending and in parallel, to significantly improve the town's attraction for visitor and tourism expenditure.

RS 1 It is the policy of the Council to guide major retail development in accordance with the framework provided by the County Retail Hierarchy to enable an efficient, equitable and sustainable spatial distribution of floorspace throughout the County.

#### 5.3.2 Sequential Approach

The Sequential Approach is incorporated in the strategic policy framework to guide the location of new retail development in the Development Plan. It recognises the importance of sustaining the retail importance, vitality and viability of town and district centres. Proposals for major retail schemes in Naas are required to take due cognisance of this as follows:

- (a) In the first instance, the priority should be in locating new retail development within the town centre (or district centres).
- (b) If town centre locations are not readily available within a reasonable and realistic timescale then edge of centre sites should be considered. In the RPG, these are defined as sites that are within 300 - 400 metres of the Core Retail Area.
- (c) Only after the options for town centre and edge of centre are exhausted should out of centre locations and sites be considered.

RS 2 It is the policy of the Council to guide retail development where practical and viable in accordance with the framework provided by the Sequential Approach to enable the vitality and viability of the town centre and district centres to be sustained and strengthened.

#### 5.3.3 Core Retail Area

RS 3 It is the policy of the Council to define the Core Retail Area of Naas Town Centre to provide guidance on the application of the Sequential Approach. The Core Retail Area of Naas Town Centre is illustrated as the in Map 1-1 "Town Centre, LAP & Core Retail Area".

## 5.4 Specific Retail Policies for Naas

### 5.4.1 Retail Development and Enhancement

The importance of the environment has been recognised in attracting trade and sustaining the vitality and viability of centres. Urban renewal and environmental improvement is a continuous requirement if the attraction of the town centre is to be maintained and mechanisms are required to be put in place to ensure that performance is monitored. Importantly, enhancement can also be achieved through ensuring quality of design in all new retail development and this should be a key criterion in the assessment of proposals.

Naas is one of the fastest growing towns within the GDA and country. The strategic objective for Naas, over the timescale of the Development Plan, is for the town to grow into a key retail destination and become a centre that can effectively compete with main centres within the GDA Metropolitan Area. This will require both the Town Council and Kildare County Council to closely work together to help realise the town's potential within the GDA retail hierarchy.

#### Policy Statements

- SR 1 To identify and encourage the scope for major new retail development within Naas and assist the town achieve its role as a key retail and development centre in the GDA
- SR 2 To support, encourage and facilitate the delivery of expansion of the town centre
- SR 3 To help secure a critical mass of quality modern retail warehousing/retail park floorspace
- SR 4 To work with applicants to ensure that the best quality of design is achieved for all new retail development and that design respects and enhances the specific characteristics of Naas town
- SR 5 To enhance the retail environment by preparing a Local Area Plan that focuses on environmental improvement of spaces, buildings, linkages, the public realm, the town's heritage and its waterfront
- SR 6 To investigate the potential for a Business Improvement District (BID) or similar initiative in conjunction with Naas Chamber of Commerce to encourage business growth in Naas Town
- SR 7 To prepare a detailed Environmental Improvement Scheme to visually enhance the streetscape and key urban spaces with an emphasis on promoting a pedestrian and public transport friendly environment

### 5.5.2 New District and Neighbourhood Centres

The significant increase in the town's population has brought considerable expansion of the suburbs of the town. Naas Town Centre is a constrained and congested centre that has not been able to respond to the needs of the expanding population in a way that is equitable, efficient and sustainable. To achieve this in accordance with the Retail Planning Guidelines, there is a need to provide new district or neighbourhood centres within existing or emerging major residential areas. These centres will primarily meet convenience shopping and other local service needs. In parallel, the emphasis for Naas Town Centre will be to better meet the middle and higher order comparison needs of the town and its catchment area. Naas Town Council also recognises the role of discount foodstores in the context of the Retail Planning Guidelines.

#### Policy Statements

- SR 8 To encourage and facilitate the development of new District and Neighbourhood Centres to meet the needs of new and growing areas of the town.
- SR 9 The Council will identify and zone appropriate locations for new District or Neighbourhood Centres within large established residential areas and where large scale residential development is planned over the timescale of the Plan.

### 5.5.3 Town Centre - Re-Use and Regeneration of Derelict Sites and Buildings

An important attraction of Naas Town Centre is its historic street network and fine architectural heritage, enhanced through the preparation of a proposed Architectural Conservation Area (see Chapter Eight). This distinguishes the town centre and creates a unique ambience. For this to be retained, it is important that all opportunities for the re-use and regeneration of land and buildings within and around the Core Retail Area be explored. There are considerable backlands to the rear of buildings on the Main Street (North and South), that are under-utilised considering their development potential in a town centre location.

Whilst these pose challenges to the delivery of modern retail floorspace, both in terms of costs and timescales, it is an objective of the Council that priority, in the first instance, should be given to the re-use and regeneration of derelict land and buildings for retail and other town centre activities in order that the qualities and attraction of the town centre are preserved and enhanced.

#### Policy Statements

- SR 10 To encourage and facilitate the re-use and regeneration of derelict land and buildings in and around Naas Town Centre.
- SR 11 The Town Council will work with and encourage landowners, retailers and development interests to realise the potential of town centre lands in Naas.

#### 5.5.4 Retailing in Tourism and Leisure

Naas has an attractive town centre that on the whole retains its street patterns, original building lines, elevations and squares. It draws trade in from its affluent hinterland and further afield for a number of reasons. Naas has an important role in fulfilling Kildare's reputation as a thoroughbred county. A variety of important race meetings are hosted in its prestigious racecourse off the Dublin Road annually while the core retail sector is renowned for high quality fashion and supporting tourism infrastructure - hotels, restaurants, cafés and bars. There is scope for this retail-leisure/tourism sector and experience to grow as a distinctive feature and attraction encompassing the bloodstock industry, golfing and the proposed Architectural Conservation Area of the Town Centre. Specific potential can be harnessed around the Grand Canal spur and Harbour in the creation of a new waterfront quarter.

The Council seeks to encourage further improvements in the range, quality and attraction of the town's retail floorspace complemented by both public and private sector investment in the built environment and the public realm.

##### Policy Statements

SR 12 To encourage and facilitate the development of strong linkages between retail, tourism and leisure sectors.

SR 13 The Council will encourage and facilitate the delivery of tourism-related retail developments and initiatives in and around Naas Town Centre.

#### 5.5.5 Innovation in the Town's Retail Sector

The retail sector is one of the fastest growing sectors in the economy. This trend is set to continue for the foreseeable future, particularly in respect of comparison shopping. Naas is strategically located in the GDA, the area within which almost half of the country's population is located. The town has ready access to many of the national communications networks. It is therefore a key location where innovation in retailing and related services can be introduced and sustained in a competitive fashion. The Council will work with both public agencies and private sector interests to develop the town's potential and attraction as a location for new retail concepts and innovative formats.

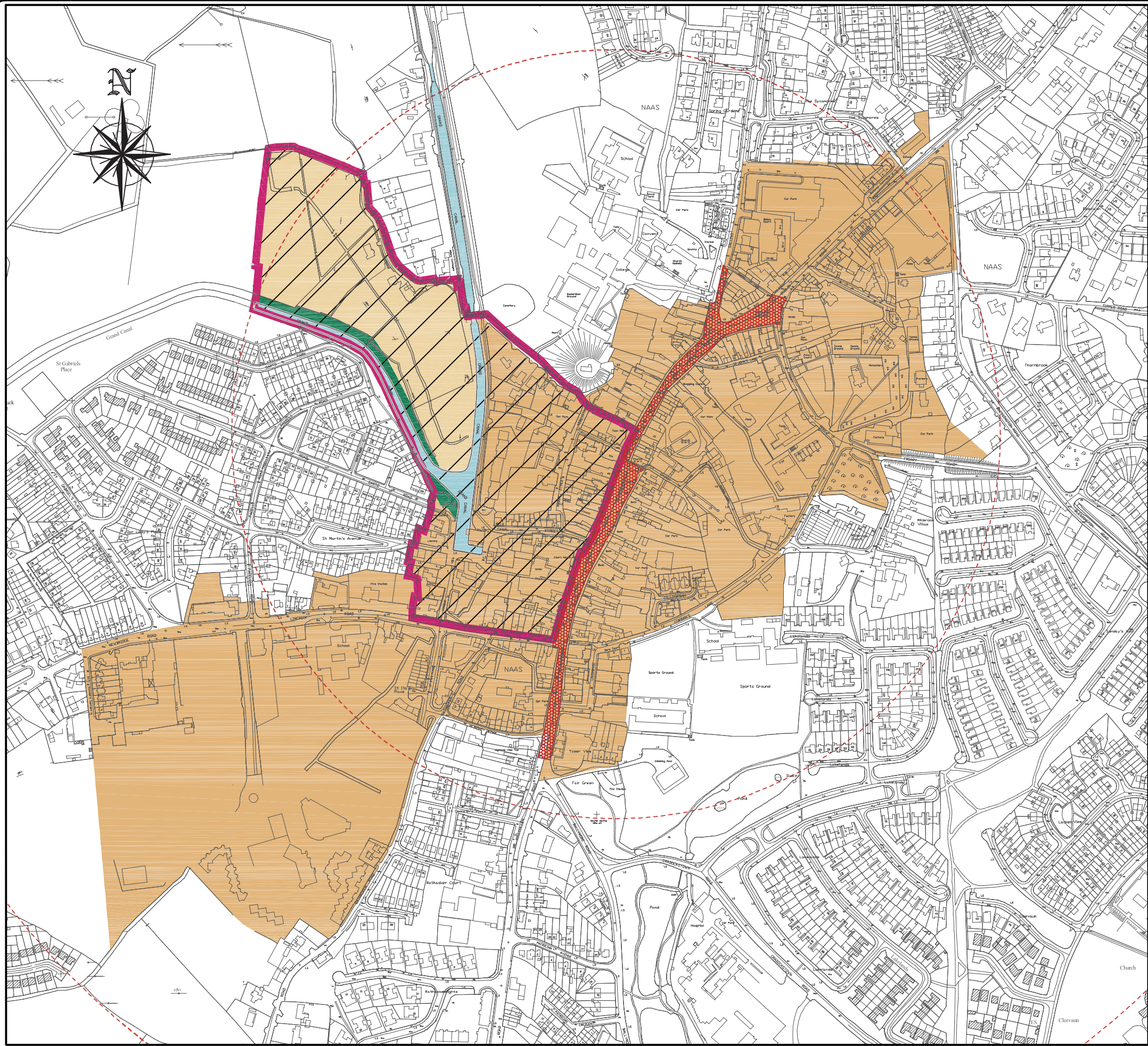
##### Policy Statements

SR 14 To encourage and facilitate innovation in the town's retail sector and ensure its attractiveness in the future.

SR 15 The Council will review and monitor retail trends that could have an influence on the performance of retailing in Naas and will pursue new concepts and formats that are in accordance with the framework provided by the Retail Planning Guidelines, the GDA Strategy and the Draft County Retail Strategy.













NAAS TOWN COUNCIL

NAAS TOWN DEVELOPMENT PLAN 2005-2011

LEGEND

-  Town Centre
-  Subject to L.A.P.(Local Area Plan)
-  Zoning to be Determined by Local Area Plan
-  Core Retail Area
-  500m Intervals From The Town Centre
-  Open Space and Amenity



TOWN CENTRE, LAP & CORE RETAIL AREA

Scale: N.T.S.

Map Ref.: 1-1

Date: June 2005

Drawing No.: 200/05/183

© Ordnance Survey Ireland.  
All rights reserved.  
Licence No.: 2004/07CCMA  
(Kildare County Council)

THIS DRAWING IS TO BE READ IN  
CONJUNCTION WITH THE WRITTEN STATEMENT





NAAS TOWN COUNCIL

NAAS TOWN DEVELOPMENT PLAN 2005-2011

LEGEND

- A: Town Centre
- B: Existing Residential / Infill
- C: New Residential
- E: Community & Educational
- F: Open Space & Amenity
- J: Transport and Utilities
- K: Residential / Commercial
- M: Green Belt / Future Park
- R: Commercial / Retail
- W: White Land
- Zoning to be Determined by Local Area Plan
- New Roads Objective
- Upgrade and Preserve Rural Character of Roads
- 500m Intervals From The Town Centre
- Canal/Lakes/Ponds
- Subject To LAP (Local Area Plan)
- Subject to Master Plan

TOWN CENTRE BOUNDARY & ASSOCIATED ZONINGS

Scale: N.T.S.

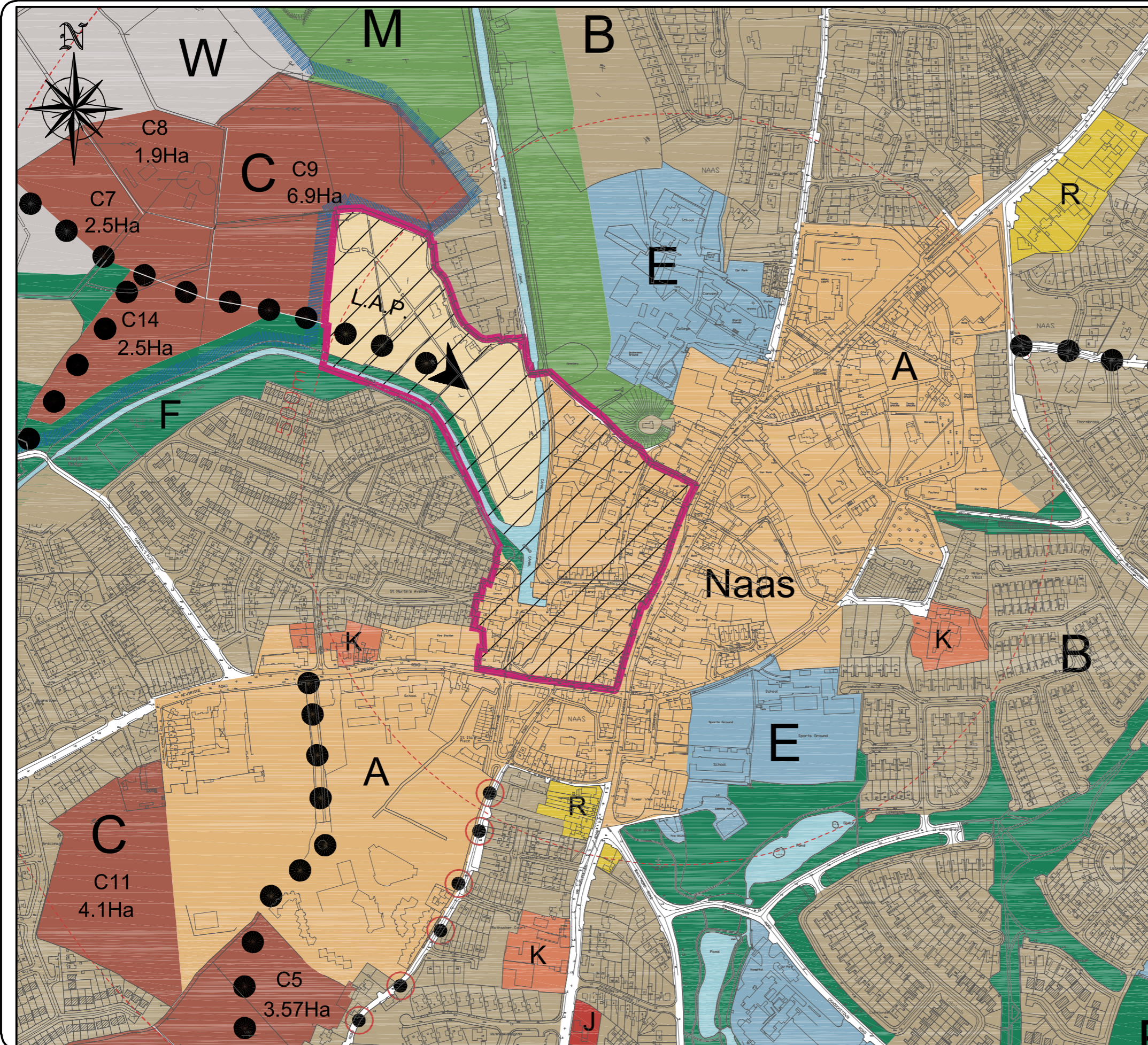
Map Ref.: 1-2

Date: June 2005

Drawing No.: 200/05/184

© Ordnance Survey Ireland.  
All rights reserved.  
Licence No.: 2004/07CCMA  
(Kildare County Council)

THIS DRAWING IS TO BE READ IN  
CONJUNCTION WITH THE WRITTEN STATEMENT





An aerial photograph of a residential neighborhood, overlaid with a blue tint. The image shows a large, white, two-story house with a dark roof in the foreground, surrounded by a lawn and several young trees. In the background, there are other houses, a parking lot, and more trees. The text 'chapter 6 housing & community' is written in white, sans-serif font over the right side of the image.

**chapter 6**  
housing  
& community

## Part A: Housing

### 6.1 Background

The Council has statutory obligations to ensure that sufficient land is zoned for all types of housing to meet the Town's projected housing requirements over the plan period and to ensure that an undue shortage will not arise. One of the basic aims of any local authority is to promote the balanced social, physical and economic development.

The aim of the Plan is to ensure that there is adequate land available in appropriate locations for housing and to have clear policies regarding proposals to build new houses, whether individual units or schemes. The availability of housing for a diverse range of housing needs is important for sustaining communities and for enhancing quality of life. Financial constraints will determine the rate of public sector house building, whilst, in the private sector, the market dictates both the demand and supply of new housing including locational preferences.

There are considerable opportunities for new housing developments within Naas, provided the policies contained in the Plan are adhered to. New housing developments should be sympathetic to their surroundings and reflect the character of the area. It is important that the residents of the development enjoy satisfactory standards of privacy and outdoor amenity and that the overall layout provides a safe and attractive living environment.

### 6.2 Existing Housing Development

The land use pattern in Naas has been characterised by a very low percentage of residential uses within the town centre and expanding residential developments of relatively low density conventional housing developments on the outer fringes of the town.

#### *Quality housing development in Naas*



There has been a substantial increase in the number of houses that have been built during the last inter censal period, namely 1996 - 2002. Naas Town Council estimates that approximately 1,250 housing units, in a mixture of apartments, duplex and houses have been built during this period. Furthermore there are approximately 1,090 housing units with permission or under construction within housing developments at the time of writing.

Within the town centre, there are many streets which have a strong residential

character. However the residential element of South Main Street has slowly decreased over the last decade. In common with other urban areas, the practice of 'living over the shop' is no longer prevalent in the principle shopping streets of Naas. The protection and promotion of residential uses within the town centre is crucial to creating a vibrant and safe town centre and the recent demand for new housing units in Naas town centre is encouraging. With the national trend towards smaller household sizes, the demand for apartment living will continue in the coming years. Additional accommodation in the town centre close to all facilities reduces the need to travel by car and thereby supports a sustainable land use pattern.

The Town Council recognises the importance of consolidating future housing development. The Council will seek to permit new housing where a set of planning criteria can be met and where development is in accordance with the proper planning and sustainable development of the area. The Council will also have regard to the following considerations in the assessment of all housing proposals.

- The need for land to be used economically.
- The capacity of the infrastructure to cater for future population.
- The adequacy of present and future community facilities.
- Appropriate density and good design.
- Adequate privacy for individual houses, flats etc.
- The safety of proposed layouts and the capacity of existing roads to absorb future development.
- Adequate provision for car parking, open space, landscaping and planting achieving a high quality public realm.
- Integration with existing development and the preservation of attractive features on site.

### 6.3 Future Housing

It is envisaged that future residential development will take place within the Plan area boundary as shown on the zonings map. It is the primary purpose of this plan to ensure that serviced lands are available for housing development within the six-year period.

#### Strategic Goal

The strategic goal of Naas Town Council is to ensure that every household has accommodation suitable to its needs, located in an acceptable environment, at a price or rent it can afford. The Council will attempt to consolidate growth within and around the existing town fabric to attain the most efficient use of existing infrastructural services.

### 6.4 County Housing Strategy - Part V - Planning and Development Acts 2000-2004

The Kildare County Council's first Housing Strategy 2001-2006 was adopted on 1st October 2001. The analysis which underpinned the Strategy suggested that there was a social and affordable housing requirement in Kildare amounting to 29% of all housing. However legislation provided that the maximum amount of zoned land that could be reserved for social and affordable housing was 20%. A recent review carried out by the Housing Department (Appendix 5) with the assistance of Jon Blackwell & Associates concluded that the



requirement in this regard remains unchanged. While the provision of housing units under Part V of the Planning & Development Acts 2000-2004 has been limited to date this is expected to change significantly in the short term. The preferred option for compliance with Part V is the provision of completed housing units followed by serviced land or land. Compliance with Part V through the payment of financial contributions will only be acceptable in exceptional circumstances.



*New social (above) & affordable (right) housing on the Caragh Road*

### **Objectives**

The key objectives of Naas Town Council in respect of housing are as follows:

- (1) To ensure the implementation of the Housing Strategy and to integrate housing provided under Part V of the Planning and Development Acts 2000-2004 into private development in a layout that prevents segregation and promotes good design and layout. A minimum of 20% social and affordable housing will be required on all sites that are zoned for residential development or a mixed-use site that includes residential. The social and affordable housing requirements shall be met as set out in the Housing Strategy which indicates an apportionment of 8% for social housing and 12% for affordable housing.
- (2) To carry out the Council's responsibilities under the Housing Acts and to provide Local Authority dwellings, affordable units, voluntary co-operative housing and private sites as the need arises and as finances permit.
- (3) To promote high standard of architecture in the design of new housing developments and to encourage a variety of house types, sizes and tenure in individual schemes and variety, interest and social mix in private and social housing developments.
- (4) To ensure that the Council's housing policy and objectives are linked with employment,

environmental and infrastructural policies and objectives with the aim of improving the quality of life and the attractiveness of Naas town.

- (5) To ensure the necessary infrastructural investment to facilitate the overall level of housing output required to meet the current and anticipated levels of demand in a planned and coherent fashion.
- (6) To actively promote the provision of community, educational, social and recreational facilities in parallel with future housing development.

### 6.5 Zoned Land

The Naas Development Plan 1999 set out a strategy for the development of the Town. This strategy set out indicative new residential zonings for the town. The 1999 Plan sought a population increase to 22,000 during the plan period. A survey carried out by Naas Town Council in early 2004 shows that this aim will be achieved by the end of the 1999 plan, if all committed lands are built upon.

The review of the current plan will result in the zoning of additional lands for residential purposes and will ensure that Naas Town Council continues to fulfill its statutory obligation in ensuring that there is sufficient land zoned for housing purposes. The Development Plan for 2005 - 2011 proposes to zone additional lands to accommodate a further 2,220 housing units. The Plan also allows for an overzoning factor to ensure the continued delivery of residential units over the life of the Plan. This will ensure that the availability of zoned land will not be a constraining factor in the housing market and there will be sufficient choice available for both the developer and the purchaser.

#### Policy Statements

Ensuring that developments are carried out to design and construction standards that result in a visually and functionally pleasing environment will be the core of the Town Council's development strategy. It will therefore be the policy of the Council under the following areas:

#### Social, Affordable & Voluntary Housing

- HO 1 To integrate housing provided under Part V of the Planning and Development Acts 2000-2004, into private development in a layout that prevents segregation and promotes good design and layout.
- HO 2 To ensure that 20% of any land zoned solely for residential use or for a mixture of residential and other uses shall be made available for the provision of social/affordable housing in accordance with the requirements of Part V of the Planning and Development Acts 2000-2004 (as amended) and the Housing Strategy.
- HO 3 To ensure that any submission made in compliance with a developer's responsibilities under Part V of the Planning and Development Acts 2000-2004 (as amended) and



the Council's Housing Strategy 2001-2005 shall provide for a minimum of 8% social housing and 12% affordable housing, unless otherwise agreed by the Planning Authority due to the exceptional circumstances of any particular case.

- HO 4 To give preference to the option, for compliance by developers with Part V of the Planning and Development Act 2000, where developers build the required houses and then make them available to the Council in order:
- (a) To ensure the fullest achievable degree of social integration
  - (b) To ensure complete and efficient development of building sites and
  - (c) To facilitate the implementation of policy in regard to social and affordable housing
- HO 5 To take action as may be necessary to acquire land needed to enable the implementation of housing programmes for both the social housing and private housing sectors, and in particular for the provision of Low Cost Sites, Co-Op Housing Schemes and Voluntary Low Cost Schemes.
- HO 6 To acquire land in the interest of providing additional public sector housing and to assist local initiatives providing community housing, shared housing and social housing.
- HO 7 To support and facilitate the expansion of the role played by the Voluntary Sector in meeting social housing needs.

#### **Housing & Community Facilities**

- HO 8 To facilitate and co-operate with other organisations in the provision of services for the community including schools, creches and other education and childcare facilities in parallel with future housing (as per Policy HO 6).
- HO 9 To facilitate the provision of additional primary and second level schools in appropriate locations where residential expansion is planned.
- HO 10 To ensure that the time lag between the provision of recreational facilities and the development of residential areas is kept to a minimum.
- HO 11 To require the provision of Childcare Facilities in all new residential developments as appropriate. The indicative standard is one childcare facility, accommodating 20 children, for each 75 dwellings. This standard may be modified in any particular case where there are significant reasons for doing so. Criteria that may be taken into account in such an assessment include the existing geographical distribution of childcare facilities and the emerging demographic profile of the area.
- HO 12 To require applicants for significant developments to submit social infrastructure assessment which demonstrates the facilities available to adequately service their

development. This should include details regarding the following essential facilities: education, childcare, health, recreational facilities and others such as shops and post offices.

### **Housing Design**

- HO 13 To require diversity in the density of development and in the form, size and type of dwelling within residential areas.
- HO 14 To ensure that a high standard of design be incorporated into housing developments through careful consideration of the layout to facilitate pedestrian safety and restrict vehicular traffic speeds.
- HO 15 To encourage infill housing developments on appropriate sites where the proposals respect the existing scale and character of the area.
- HO 16 To promote energy conservation and renewable energy technologies in developments, such measures to be consistent with other policies in the Plan.
- HO 17 To require that all new residential accommodation meets the necessary standards of health, sanitation and design, and are carried out generally in accordance with the 'Recommendations for Site Development Works for Housing Areas' - DoELG (1998).
- HO 18 To require all new housing developments (with 50 houses or more) to provide recycling facilities at designated areas designed to a high standard in accordance with the provisions of the Waste Development Plan.
- HO 19 To require the naming of residential developments to reflect local place names, language or topographical features as appropriate and shall incorporate old names from the locality as far as possible.
- HO 20 To encourage strong frontages onto the main thoroughfares creating definite building lines and continuity of the town structure.

## **6.6 Residential Density**

The Residential Density Guidelines (1999) sets out the Government policy of encouraging more sustainable urban development by the avoidance of excessive suburbanisation and the promotion of higher residential densities in appropriate locations.

This will result in:

- More economic use of existing infrastructure and serviced land
- A reduced need for the development of 'greenfield' sites, urban sprawl and ribbon development
- Reduced need for investment in infrastructure
- Better access to existing services and facilities
- More sustainable commuting patterns

The Council recognises that higher densities will not be appropriate in every circumstance. In achieving higher densities the protection of the amenities of existing developments and those of the residents of the proposed development will be a primary consideration. A high quality of architecture in the siting and design providing a good quality living environment is essential if increased residential densities are to be acceptable. The Council will seek adherence from developers to the densities and standards set out in this Plan.

### 6.7 Infill Housing

Infill housing in the existing built up areas of the town will be encouraged. Any proposals should be designed to integrate successfully with the existing pattern of development in terms of housing type, scale and details such as materials finishes, building lines etc. In all cases the protection of the amenities of existing development should be a significant consideration.

### 6.8 Re-Use and Regeneration of Derelict Sites and Buildings

Re-use and regeneration of derelict sites and buildings is a sustainable objective. In the context of the Town, it will help achieve the preservation of the character and quality of the town, particularly in terms of vernacular/historical architecture, scale, height, density and massing. The potential for the re-use and regeneration of derelict buildings and brownfield sites in town centre and in edge of centre locations should be considered in the formulation of development proposals.



*Urban walkway by the Canal*

The construction of so much new retail and office space over the last 20 years has resulted in the abandonment of some upper floors in the Main Street, and some substandard premises on and off the Main Street in favour of purpose-built units. There is substantial vacant retail and office space and sites in the town - an indication of the level of current over-supply in the market. Some of this space will be obsolete or uneconomic to redevelop and as a matter of course a certain amount will be in the process of changing tenant or ownership with the inevitable delays that occur. On the other hand, with the increase in the population of the town, there will be further opportunities for development of this vacant land and floorspace over the next number of years. It is important, for the proper planning and sustainable development of the town, that this additional space is located in the town centre area.

#### Policy Statements

- VS 1 To survey obsolete and renewal areas and to encourage and facilitate the re-use and regeneration of derelict land and buildings in Naas. The Council will use its statutory powers, where appropriate, and consider such sites for inclusion in the Register of Derelict Sites.
- VS 2 To encourage acceptable forms of urban renewal through the provision of expert planning advice and the formulation of design and development briefs, where appropriate.

- VS 3 To promote the re-use of upper floors in the town centre in favour of residential uses that would ensure vitality in the main street over the period of the plan.
- VS 4 To encourage the shared use of community facilities so as to maximise the sustainable use of such infrastructure and promote community cohesion.

## 6.9 Urban Regeneration

### Policy Statements

- URR 1 To improve road, street, and town signage by undertaking, in association with other relevant bodies, a survey of existing signage to assess proliferation, gaps and quality and consequently developing a signage policy to enhance the general appearance of the town.
- URR 2 To proactively target areas of urban deprivation, encouraging its development so as to enhance the visual, residential and general amenity of the area.
- URR 3 To work with local community and voluntary groups, as appropriate, to enhance the environment and amenity of the town.

## Part B Community

### 6.10 Background

Building strong, inclusive communities is a key element in achieving sustainable development objectives. Sustainable communities require, not only economic development, but also provision of and access to education, health and community support services, amenities and leisure services and a good quality built environment. Communities also require opportunities to meet, interact and form bonds, essential prerequisites to the development of a sense of place and belonging.

In all communities, despite the provision of these services and opportunities, certain groups and individuals tend to remain isolated and face barriers in accessing the same opportunities as others. These groups and individuals require specific policies that assist in overcoming these barriers and enable them to have the same quality of life as the rest of the community. These specific social inclusion policies are essential if inclusive, equitable communities are to develop.

These key elements in social development can be termed as follows;

- Social Inclusion - creating inclusive, equitable communities<sup>1</sup>
- Social Capital - creating opportunities for interaction<sup>2</sup>
- Social Wealth - providing services, facilities and an attractive place to live<sup>3</sup>

<sup>1</sup> Social Inclusion is defined as "cumulative marginalisation from production (i.e. unemployment), from consumption (i.e. income poverty), from social networks (i.e. from community, family, neighbours), from decision-making and from an adequate quality of life" (Partnership 2000)

<sup>2</sup> Social Capital is defined as "...networks, together with shared norms, values and understandings that facilitate co-operation within and between groups in society" (OECD)

<sup>3</sup> Social Wealth is "the wealth that exists after all genuine personal needs and desires are taken care of"

Naas has experienced unprecedented growth since the period of the last plan, which has had an impact on community development. However economic growth has not had an equal beneficial impact on all citizens. Small pockets of unemployment remain as barriers to the workforce, such as lack of adequate childcare and access to education and training opportunities continue to affect certain groups and areas. Access to services remains difficult for some, particularly for example for people with disabilities or those living in isolated rural areas without adequate public transport services.

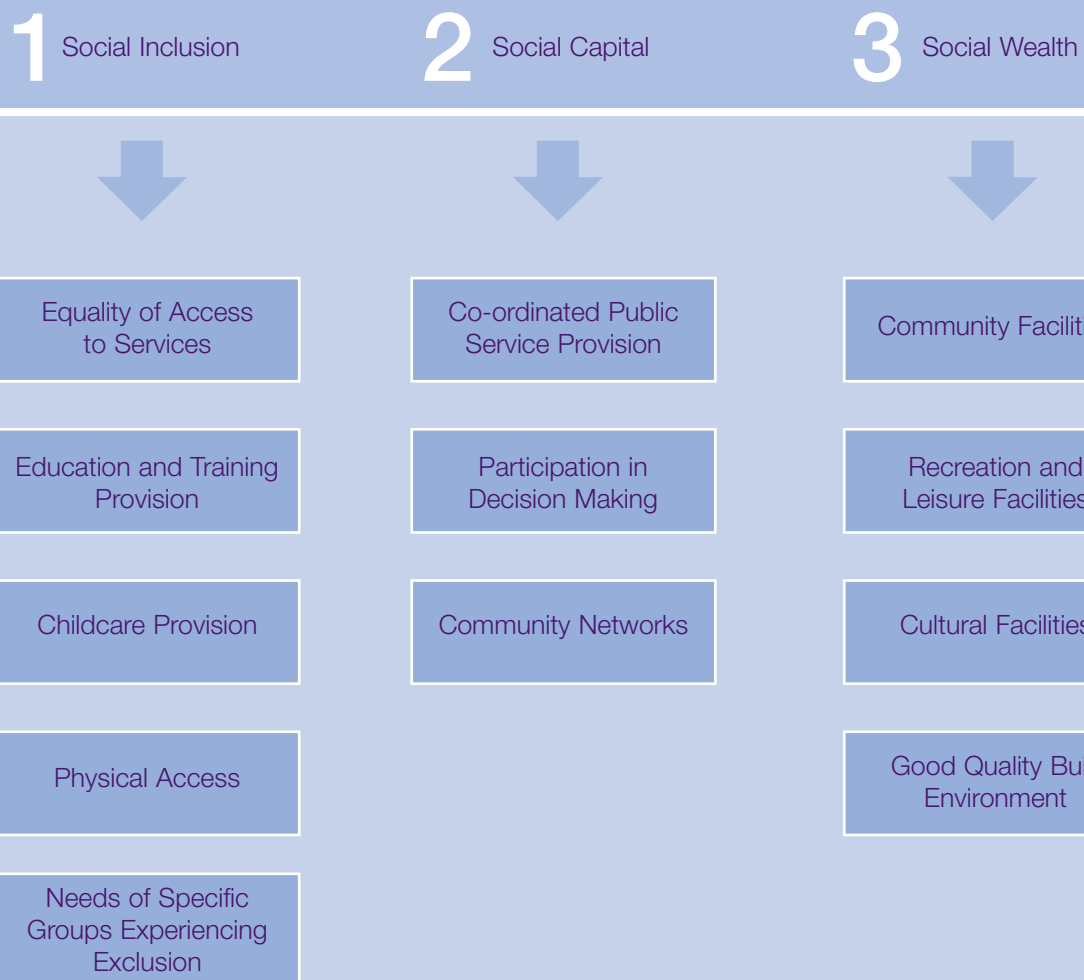
The rapid growth has led to an influx of new residents into the town. Opportunities for interaction between new residents and established members of the community can often be few with the result that social bonds and sense of community takes longer to develop. The long-term impact of this can be isolation from the community and consequently from the structures and institutions which provide services to that community.

The provision of services and facilities can create the environment in which members of the community interact. Essential for health, well-being and social development the provision of community, leisure and cultural facilities and a good quality environment make places attractive to live in. Throughout the last ten to fifteen years, residential and economic development has facilitated the provision of a range of community and recreational facilities. However, in some areas of the town this provision has not kept pace with the growth of residential development in particular, and the level of community, recreational and cultural facilities remains inadequate to serve the needs and expectations of the local community.

#### **Strategic Goal for Naas**

To make Naas an attractive place to live and work by building strong, inclusive communities that have a sense of place and belonging, with adequate provision of and access to services and facilities to meet the needs of the town's growing population.

Figure Six Key Determinants of Attractive Places to Live and Create Vibrant Urban Communities



#### 6.11 Social Inclusion and Social Capital

Local Authorities have an absolute mandate to promote Social Inclusion through all aspects of their activities.

Enhancing Social Capital requires policy support across a range of areas including supporting more flexible working arrangements and supporting a better work-life balance; opening up lifelong learning opportunities; and managing space for social engagement and sustainable communities

Creating a more inclusive society by alleviating social inclusion, poverty and deprivation is one of the major challenges facing Irish society nationally and locally. Naas Town Council and Kildare County Council are committed to reducing levels of social exclusion in the town by way of policies contained in this Development Plan which specifically respond to the need for;

- Equality of access to public and social services for all members of the community
- Regeneration of disadvantaged urban and rural areas
- Targeted policies to improve equality of access to infrastructure for specific groups in society
- Creation of opportunities for increased participation in policy making for marginalised groups in society
- Co-ordinated provision of public services and facilities
- Creation of local employment opportunities
- The development of social and affordable housing, particularly those which provide opportunities for family members to remain in proximity to each other.

#### **Policy Statement**

- SI 1 To prioritise the reinforcement of social inclusion and the development of social capital in all facets of decision-making processes

### **6.12 Equality of Access to Public and Social Services**

It is recognised that access to public and social services remains a difficulty for many groups and geographical areas within the town, contributing to social exclusion and inequality.

#### **Policy Statements**

It is the Council's policy:

- EA 1 To work with other relevant organisations, through the County Development Board, to facilitate the provision of public and social services.
- EA 2 To promote the delivery of services by means of supporting IT kiosks and information points in libraries, schools and local shops/post offices.
- EA 3 To promote the development of integrated rural transport services to meet the needs of the rural community.



### 6.13 Participation in Policy Making

#### Policy Statements

It is the Council's policy:

- PPM 1 To develop and implement models of participatory planning involving local communities.
- PPM 2 To develop more inclusive methods of consultation, in particular with marginalised and excluded groups, in the development of future Development Plans so as to ensure the specific needs of communities are provided for in policy from the outset.
- PPM 3 To support and encourage the establishment of consultation structures, particularly those associated with the County Development Board, which enhance and enable communities to engage in policy making in the Town Council area.
- PPM 4 To facilitate opportunities for interaction between members of the community and for the community to participate in decision-making in order to promote social integration and cohesion.

### 6.14 Community Facilities

It is the Council's policy:

- CF 1 To investigate, in co-operation with relevant agencies, the possibility of maximising the use of existing educational facilities for community and non-school purposes, where possible.
- CF 2 To co-operate with the Department of Education, the Vocational Educational Committee for Co. Kildare and School Management Boards in the provision of school places;
- CF 3 To ensure the provision of community, educational, cultural, recreational and amenity facilities in tandem with residential, commercial and other development

#### 6.14.1 Education & Training Facilities

The central role of education in social and economic transformation is widely acknowledged. The fruits of long-term investment in education are to be seen in the unprecedented level of economic expansion and social change that has occurred in Ireland since the early 1990s. The education system in Kildare has undoubtedly contributed to the strong economic position of the county and its strengthening and further development will ensure a highly skilled workforce into the future. Moreover, access to education is a significant contributor to reducing levels of social exclusion.

The rapid growth of population in the town over the recent past has put increased pressure on Naas's educational infrastructure to meet demand and future population projections.

### **Policy Statements**

It is the Council's policy:

- ED 1 To promote, in conjunction with the relevant authorities, the provision of a third level facility within the town.
- ED 2 To develop opportunities for career development and retraining as well as develop links between the industrial and educational sectors.
- ED 3 To support and facilitate research and development initiatives within Naas.
- ED 4 To facilitate the provision of adequate and quality infrastructure for education and training throughout the town, which is accessible for all members of the community.
- ED 5 To facilitate the provision of dedicated facilities for adult and community education in recognition of the growing demand for life long learning opportunities and the perceived shortage of such facilities at present.
- ED 6 To ensure that new or additional educational facilities are designed, located and have adequate management arrangements in place so as to enable the greatest possible use by the wider community, consistent with the needs of the educational establishment.
- ED 7 To continue to press for the provision of proper classroom and other necessary facilities to relieve overcrowding at primary and post-primary level in the town.

Kildare County Council and other relevant agencies are currently undertaking an Audit of Education Provision in County Kildare. This Audit will ascertain the capacity and extent of provision within current education facilities in the county from pre-school to adult and further education. On completion of this Audit, Naas Town Council will support Kildare County Council and commit to its recommendations, where appropriate, in order to improve the provision and quality of education and training facilities in Naas.

Table 7 Student Numbers Attending Naas Primary Schools\*

| Name   | Location     | No. of Students 2005 |
|--|--------------|----------------------|
| Scoil an Linbh Iosa (School of the Infant Jesus)     | Ballycane    | 591                  |
| St. David's Church of Ireland National School        | Dublin Road  | 83                   |
| St. Corban's C.B.S. Primary School                   | Loughbwee    | 592                  |
| Our Lady's Bower Kilshee Multi-Denominational School | Kilshee      | 148                  |
| Convent of Mercy Primary School                      | Sallins Road | 850                  |

\*Numbers as of May 2005

Table 8 Student Numbers Attending Naas Post Primary Schools\*

| Name   | Location       | No. of Students 2005                     |
|--|----------------|--|
| Meanscoil Iognáid Rís (Ignatius Rice C.B.S.) | Corban's Lane  | 766                                      |
| Convent of Mercy, St. Mary's College         | Sallins Road   | 803                                      |
| St. Patrick's Vocational School              | Newbridge Road | 336 (101 of these are Post Leaving Cert) |

\*Numbers as of May 2005

#### 6.14.2 Childcare Facilities

The provision of childcare facilities in various forms is recognised as a key piece of social infrastructure required to enable people to participate more fully in society, particularly in accessing employment, education and social networks. Childcare facilities also provide valuable employment opportunities and can act as an important focal point for communities.

In addition, and most importantly, early years care and education through formal childcare provision plays a crucial role in the holistic development of the child in terms of early education, socialisation and development of practical life-skills.

#### Policy Statements

It is the Council's policy:

- CF 1** To facilitate and encourage the provision of childcare facilities, of an appropriate type and scale, at appropriate locations throughout the town. In particular, the development of childcare facilities at the following locations will be encouraged;

- at business parks and major employment centres
- at neighbourhood and district retail centres
- at large scale retail developments
- in, or in the vicinity of, schools and major educational facilities
- in, or adjacent to, community centres and facilities
- adjacent to public transport nodes
- within new and existing residential developments

CF2 To facilitate the provision of childcare in a manner which is compatible with land-use and transportation policies and adhere to the principles of sustainable development.

CF3 To promote and encourage the provision of a network of childcare facilities that reflect the distribution of the residential population in the county in order to minimise travel distance and maximise opportunities for disadvantaged communities.

CF4 To assess, in conjunction with the Kildare County Childcare Committee, the continuing needs around childcare and related facilities and review progress on provision during the period of this Plan, through the mechanism of the County Childcare Census and having regard to the County Childcare Strategy.



### 6.14.3 Health and Public Services

#### Policy Statement

HPS1 It is the Council's policy to support and facilitate the improvement of public service infrastructure and facilities in the town, in particular Health Centres and local clinics, Garda stations and installations.

### 6.14.4 Fire Service

The Fire Service in Naas is operated by Kildare County Council on a county wide basis. One full-time and 13 part-time fire personnel staff the station. A new 2-3 bay fire station on the Newbridge Road was completed during the period of the 1999 Plan.



#### 6.14.5 Garda Service

The Garda station moved from South Main Street to newly constructed premises on the Kilcullen Road in January 1989. There are 73 officers working from the station which is the divisional headquarters for Carlow/Kildare, which takes in part of west Wicklow.

#### 6.14.6 Places of Worship

There are churches of three different denominations serving the population of Naas.

##### (i) Roman Catholic Church

###### (a) Church of Our Lady and St. David

This church, situated on the Sallins Road, dates from 1827 and has a seating capacity for approximately 1,000 people. There are no plans to extend this church.

###### (b) Church of the Irish Martyrs

This church, situated in the new neighbourhood of Ballycane, to the east of the town, which was opened in 1996, has a seating capacity for approximately 650 people. It also provides a suite of rooms and spaces for meetings, classes etc.

##### (ii) Church of Ireland - St. David's Church

The present church, built circa 1620 on older foundations has seating capacity for 350 people. It is situated off North Main Street and is adequate to cater for present demands. There are no immediate plans to extend the Church, but a need has been identified for a Church Hall or similar facility for meetings, Sunday School etc.

##### (iii) Presbyterian Church

This is a late 19th century building located at Market Square. It is adequate for present demands. There is no room for further expansion on this site.

#### 6.14.7 Library Facilities

The new library at The Harbour was opened in July 1990. In addition to the Adult and Children's library there is an audio-visual section, information technology facilities and first floor exhibition/function area available to local groups for exhibitions, recitals and readings. There is inadequate space within this building to carry out a comprehensive library service while car-parking facilities are minimal.

#### Policy Statement

LF 1 It is the Council's policy to expand this facility over the period of the plan to cater for the increasing demand due to an expanding population.

#### 6.14.8 Sports Facilities

Kildare County Council and Naas Town Council recognises the importance of sporting, recreation and leisure activities to the quality of life enjoyed by the people of Naas. As such the provision of, and access to, appropriate recreational, leisure and sporting facilities is considered essential to Naas's future development. Naas is generally served well with sporting,

recreational and leisure facilities. In addition there is a wide variety of clubs and organisations within the town that facilitate sport, recreation and leisure activities.

The main sports and recreational facilities within the town are:

- Naas Sports Centre
- Naas Athletic Club
- Naas GAA Club
- Craddockstown Golf Course
- Naas Racecourse
- Swimming Pool
- Naas Tennis Club
- Naas Rugby Club

In June 2001, the Kildare Sports Partnership was launched. The main objective of this working group was to break down barriers and increase participation in sport by actively promoting and providing wide-ranging opportunities for people to take part in sport. The target groups are young people (teenagers), women, older people, and people with a disability.

#### **Policy Statements**

SF 1 It is the Council's policy to support Kildare Sports Partnership and encourage participation in sport and recreation amongst people in Naas through strategic placement, planning, refurbishment and management of new and existing facilities.

SF 2 To provide for the construction of a skateboard park and playgrounds in Naas.

### **6.15 Targeted Policies**

#### **6.15.1 People with Disabilities**

The adoption by Kildare County Council of the Barcelona Declaration on 10th June 2002 means that the Council has committed itself to;

- Promote disability awareness
- Proof policies against their impact on equality/disability
- Develop relevant consultative processes
- Provide access for people with disabilities to the social and physical environments as well as services

#### **Policy Statements**

It is the Council's policy:

PD 1 To ensure that all buildings, public and open spaces, recreational and amenity areas are accessible for people with disabilities, having regard to the Building Regulations 2000, the objectives of 'Building for Everyone' (National Disability Authority) and

'Access for the Disabled' (No. 1 to 3) (National Rehabilitation Board).

PD 2 To ensure that parking spaces provided for people with disabilities are appropriately indicated and are located in a manner which has regard to dismounting, safety of driver and passengers, without inappropriate obstructions etc.

PD 3 To ensure that all footpaths and public areas are accessible and safe for people with disabilities and/or reduced mobility by way of dishing of footpaths, location of crossings etc.

### 6.15.2 Traveller Community

Naas Town Council recognises the distinct culture and lifestyle of the Travelling Community and it will endeavour, in co-operation with Kildare County Council and other statutory and voluntary agencies, to provide suitable accommodation for Travellers within its administrative area.

#### Policy Statements

It is the Council's policy:

TP 1 To implement measures in accordance with the Housing Strategy and the Traveller Accommodation Programme 2005-2008.

TP 2 To provide accommodation for members of the Travelling Community, whether by way of residential caravan sites/halting sites, or by housing, as may be appropriate.







**chapter 7**

# land use zonings

### 7.1 Land Use Zonings

The Use Zoning Objectives for this Plan are set out in the policies and illustrated on the accompanying maps. The purpose of land use zoning is to indicate to property owners, and to the general public, the types of development which the Council considers most appropriate in each zone. In the promotion of redevelopment and urban renewal, this allows the developer to plan investment with some certainty. In the control of development, zoning seeks to delimit competing and incompatible uses in order to promote greater environmental quality.

The town centre zoning is intended as a means of encouraging the redevelopment of underutilised or derelict land but also to safeguard the amenity of residential enclaves and to protect certain areas with high amenity value.

Zoning of lands outside the town centre, on the other hand, is intended primarily to guide and facilitate the physical development of land for specific purposes, to protect existing amenities and to allow for changes in land use over time in an orderly fashion.

In considering the extent and types of use zoning objectives, the following factors have been taken into consideration:

- a) the present development area and trends in development since 1999;
- b) the land use zoning objectives as contained in the Naas Development Plan 1999;
- c) the amount of committed and uncommitted land within the existing development area;
- d) the accessibility, availability and location of land for development;
- e) the location and adequacy of existing social infrastructure (schools, community facilities etc.);
- f) the character of the town with regard to the scale and pattern of development;
- g) the need to promote proper planning and sustainable development in accordance with national, regional and local policies and framework plans (IFPLUTS) in this regard;
- h) physical features and amenities of the town;
- i) the present and future situation regarding the provision of essential physical infrastructure - especially water, wastewater and roads.
- j) the emerging pattern of development in Naas and its environs and the need to rationalise connectivity and integration with the urban core.

The following land use zoning objectives have been established for Naas;

Table 9 Land Use Zoning Objectives

| Use Zoning Objective | Use                              | Zoning Objective  |
|----------------------|----------------------------------|---|
| A                    | Town Centre/<br>Core Retail Area | To protect and enhance the special physical and social character of the existing town centre and to provide for new and improved town centre facilities and uses  |
| 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 and to and enhance the amenity of developed residential communities  |
| C                    | New Residential                  | To provide for new residential development, residential services and community facilities   |
| D                    | New Residential<br>(Suburban)    | To provide for low - medium residential density development   |
| E                    | Community and Educational        | To provide for and improve necessary community, ecclesiastical, recreational and educational facilities   |
| F                    | Open Space and Amenity           | To preserve, provide for and improve active and passive recreational public and private open space  |
| G                    | Urban Village Centre             | To provide for retailing, community and social facilities for the local population of the Northwest quadrant of Naas and to support and compliment the attractiveness of Millennium Park for major Foreign Direct Investment and international, national and local investment |
| H                    | Industrial and Warehousing       | To provide for and improve industrial and warehousing development   |
| I                    | Agricultural                     | To provide for continued agricultural development and associated uses   |
| J                    | Transport and Utilities          | To provide for the needs of transport and utility uses  |
| K                    | Residential / Commercial         | To preserve the existing and provide for new residential and commercial uses  |
| L                    | Leisure and Amenity              | To provide for new leisure and amenity facilities in the town   |
| M                    | Greenbelt / Future Park          | To protect the setting, character and environmental quality of areas of high natural beauty and safeguard their environmental, archeological and ecological amenities   |
| N                    | Neighbourhood Centre             | To provide for a new/existing Neighbourhood Centre and associated facilities  |
| R                    | Commercial / Retail              | To provide for and improve retailing and commercial activities  |
| U                    | Public Utilities                 | To provide for and improve public utilities in Naas   |
| W                    | White Land                       | To provide for White Lands to ensure the consolidation of future development in Naas outside the period of this plan  |

## 7.2 Particulars of Zoning Objectives

The following section illustrates the type of development that will be required by Naas Town Council in the specific zonings as outlined in this section.

### 7.2.1 Local Area Plan (LAP) for the Canal Harbour

Section 18 of the Planning & Development Act 2000, as subsequently amended, provides that Local Area Plans may be prepared in certain circumstances for areas which the Planning Authorities consider are likely to be subject to large scale development within the lifetime of the Development Plan. Local Area Plans should be consistent with the objectives of the Development Plan although the 2001 Amendment to this Section indicates that the Local Area Plan can include specific objectives pertaining to the zoning of land.

### 7.2.2 LAP Objective

It is an objective of Naas Town Council to prepare a Local Area Plan (LAP) for the following area:

The planning authority will prepare an LAP for the area outlined in Map 1-3. This area includes lands West of the canal and the 'Abbey Block', which is linked to the main street. There is considerable potential for development to be harnessed around the Grand Canal spur and harbour in the creation of a new waterfront quarter and Town Park. The Local Area Plan will provide for a variety of uses and clearly defined and articulated public spaces, including a Town Park on lands generally to the West and South of Abbey Bridge.

The concept is one of inter-related uses, connected together by public spaces - a park, streets, footpaths, alleyways, rather than a collection of individual uses, all located within their own clearly defined boundaries. There must be a strong sense of permeability, with connections to the adjacent areas - the historic centre, the Canal, the Town Park and its walks, existing and new residential communities, and Millennium Park. The area identified for preparation of the Local Area Plan should be highly accessible by cycle and pedestrian routes.

Based on these criteria, the most appropriate location for the expanded town centre was considered to be on those lands west of the Canal Harbour and Abbey Bridge, towards the new Millennium Business Park. The purpose of the design process is to ensure that growth of the town centre is worthy and sustainable and compliments the historic core and canal.

The Council is to prepare a LAP within twelve months after the formal adoption of the Naas Town Development Plan 2005-2011. In the interim, planning applications within the area zoned town centre will be assessed on their merits, and be informed by the IFPLUT objectives. Lands north of the canal will be treated as agricultural until such time as the LAP is adopted.

The Local Area Plan shall consist of a written statement and a plan or series of plans indicating the objectives in such detail, as may be determined by the Planning Authority for the proper planning and sustainable development of the area to which it applies to include inter alia the following details:

### Uses

- Identify and design a Town Park (circa 5 acres) for lands South West of Abbey Bridge.
- Investigate a mixture of uses such as office-based activity, residential and retail.
- Analyse the potential to accommodate a cinema within the Local Area Plan boundary.
- Indicating how these future uses can integrate with surrounding development and land uses.

### Design

- Provide guidance on the general appearance and design including: heights, external finishes of structures and the public realm.
- To provide a safe environment by ensuring future development overlooks and relates to the Town Park and Canal.
- To create an urban edge to the Town Park and Canal.
- To create a strong sense of local identity by building on the existing character of Naas.
- To ensure that the street pattern and scale should permeate and reinforce the existing urban grain and characteristics of the existing town centre.
- To analyse the potential for a 'gateway site' with a landmark building within the LAP boundary.

### Movement & Services

- To contain proposals in relation to transportation including public transportation and non-motorised modes, vehicular roads layout and access arrangements, loading / unloading provision, the provision of parking spaces and traffic management;
- To facilitate the safe movement of pedestrians, cyclists and appropriate vehicular traffic in the area.
- To establish links between the historical town centre and existing and future development in Northwest Naas.
- To secure the provision of services in the area including the wastewater facilities and water, electricity and telecommunications services.
- To examine the feasibility of providing a transportation corridor through the LAP boundary.

### Community

- To secure the provision of amenities, facilities and services for the community including crèches and other childcare services, community and resource centres.
- To facilitate the expansion of the Naas Town Library.
- To ensure active public participation with the community in the provision of community facilities such as cultural and civic spaces.

### 7.2.3 Masterplan for Northwest Quadrant

The Northwest Quadrant has been identified as being the most appropriate location for the future expansion of the residential area of the town. The Masterplan boundary incorporates the entire Northwest Quadrant bordered by the M7 to the Northwest, the green belt/future parklands west of the Grand Canal to the East and the Caragh Road to the South. The Council recognises that the development of these lands represents a major opportunity to achieve the co-ordinated and comprehensive development of housing and associated recreational, commercial, educational and community facilities in Naas. While not all the lands have been zoned for development in the current review of the Naas Development Plan, it is envisaged that over time lands presently zoned as White Lands (W) may be developed in accordance with an overall strategy for the area.

Therefore a Masterplan will be required prior to the grant of planning permission setting out an overall urban design framework for the development of the urban village, residential and institutional zoned lands adjacent, as well as scenarios for the future development of a strategic land bank in lands zoned W. The Masterplan shall be prepared by the applicant(s), in consultation with the Planning Authority and shall be agreed by the Planning Authority prior to grant of permission.

In general the zoning boundaries should be reflected in any application submitted to the Town Council. The Masterplan shall be required to identify the precise zoning boundaries for the various types of use within the area. Notwithstanding the fact that the lands have been zoned in this plan, no planning permissions will be granted until for development on newly zoned lands until the Masterplan has been finalized and agreed by the Planning Authority.

The design process of the Masterplan shall address the following matters:

The Masterplan should contain a written statement and a plan or series of plans (in digital 3D or otherwise) indicating the objectives in such detail, as may be determined by the Planning Authority for the proper planning and sustainable development of the area to which it applies to include inter alia the following details:

Proposals in relation to the overall design of the proposed development including heights, external finishes of structures and the general appearance and design, including that of the public realm;

Include plans for the likely phasing of development. The recreational and amenity facilities, physical and community infrastructure (crèche, schools etc.) should be developed in association with each phase of development and should be identified;











NAAS TOWN COUNCIL

NAAS TOWN DEVELOPMENT PLAN 2005-2011

LEGEND

-  Town Centre
-  Subject to LAP (Local Area Plan)
-  Zoning to be Determined by Local Area Plan
-  Future Park
-  Open Space & Amenity
-  Canal



LOCAL AREA PLAN

Scale: N.T.S.

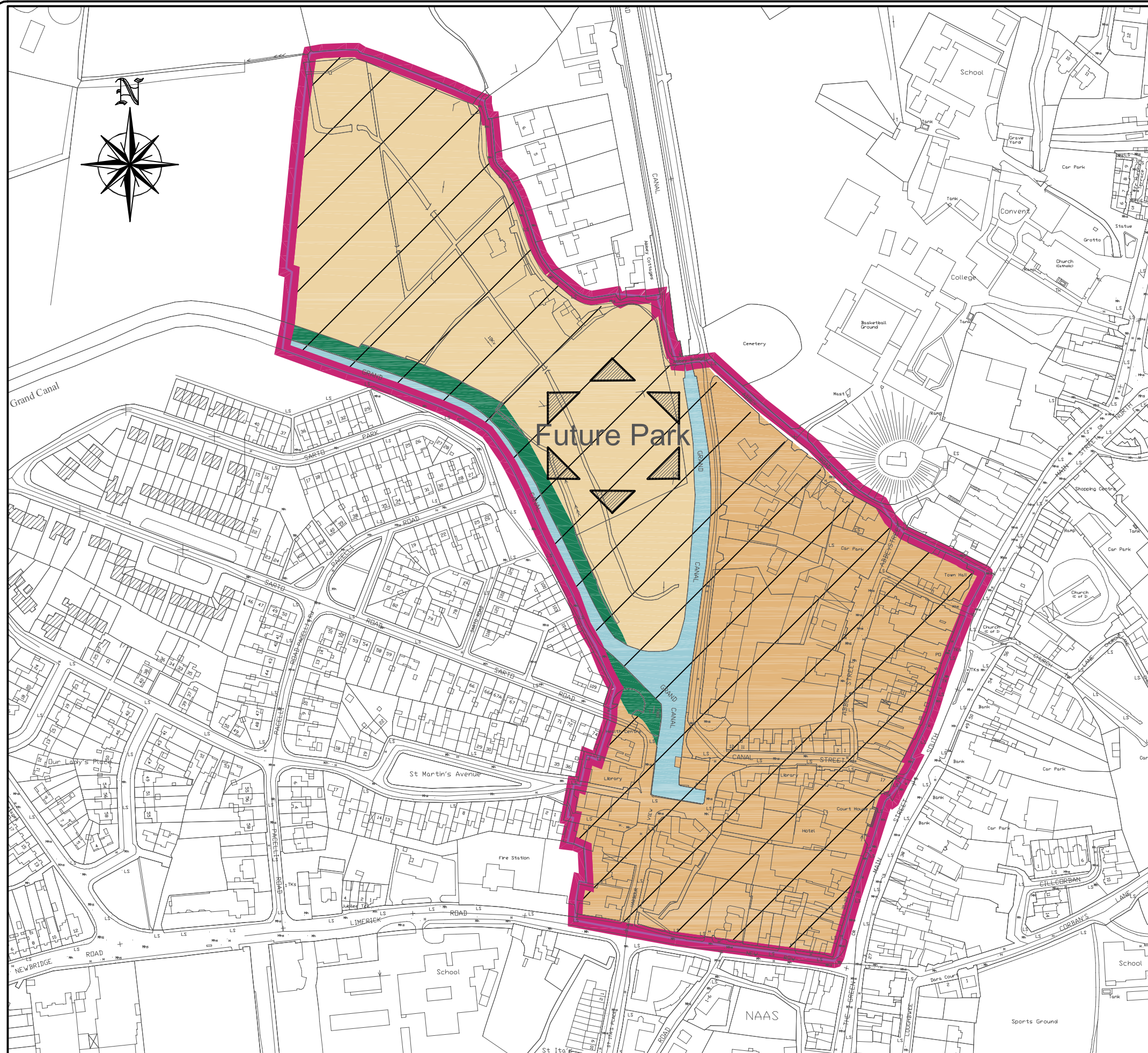
Map Ref.: 1-3

Date: June 2005

Drawing No.: 200/05/185

© Ordnance Survey Ireland.  
All rights reserved.  
Licence No.: 2004/07CCMA  
(Kildare County Council)

THIS DRAWING IS TO BE READ IN  
CONJUNCTION WITH THE WRITTEN STATEMENT



- Proposals in relation to the overall design of the proposed Urban Village which will be a key nodal point within the overall context of the quadrant and contain a mixture of uses such as office based activity, residential and retail;
- Show how development links with the town centre;
- A comprehensive mobility management plan with proposals in relation to transportation including public transportation and non-motorised modes, vehicular roads layout and access arrangements, loading / unloading provision, the provision of parking spaces and traffic management;
- The types and extent of any proposed development indicating how these uses integrate with surrounding development and land uses;
- Proposals in relation to the provision of services in the area including the provision of waste and wastewater facilities and water, electricity and telecommunications services, oil and gas pipelines, including storage facilities for oil and gas;
- Facilitate public access to the proposed amenity areas located within the Masterplan boundary and beyond;
- Illustrate how the area establishes links and relates to the amenity of the Grand Canal;
- Consultation with the residents of the town and specifically with the relevant landowners will be required prior to drawing up the plan.

No development shall take place on the newly zoned land until such plan has been submitted to, and approved by the Planning Authority. Any development thereafter shall accord with the Masterplan.

#### **7.2.4 Masterplan Objective**

It is an objective of Naas Town Council to prepare a detailed Masterplan for the Northwest Quadrant in accordance with section 7.2.3 of this Plan.

### 7.3 Explanatory Notes on Specific Zoning Objectives

#### Zoning Objective A - Town Centre

*To protect and enhance the special physical and social character of the existing town centre and to provide for new and improved town centre facilities and uses.*

The purpose of this zone is to protect and enhance the special character of Naas town and to provide for and improve retailing, residential, commercial, office, cultural, public facilities 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, preferably for residential purposes. Warehousing and other industrial uses will not generally be permitted in the town centre.

#### 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 and to protect and enhance the amenity of developed residential communities*

This zoning principally covers existing residential areas. The zoning provides for infill development within these residential areas. The primary aim of this zoning objective is to preserve and improve residential amenities 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.

#### Zoning Objective C - New Residential

*To provide for new residential development, residential services and community facilities*

This zoning provides for new residential development and associated uses. While housing is the primary use in this zone, recreation, education, crèche/playschool, community buildings, sheltered housing and small corner shops will also be considered by the Council, subject to the preservation of neighbouring residential amenity in zones. Limited local shopping facilities will be considered to serve the local need of the residents. New residential areas should be developed in accordance with a comprehensive plan detailing the layout of services, roads, links to existing facilities and the landscaping of open space.

#### Zoning Objective D - New Residential (Suburban)

*To provide for low-medium residential density development*

The zoning objective provides for new low-medium density residential development and must comply with measures set out for zoning objective D. Generally housing in the range of 20-35 dwellings per hectare will be acceptable in this zone. Particular sites have been identified for low density residential development.

#### Zoning Objective E - Community & Educational

*To provide for and improve local neighbourhood, community, ecclesiastical, recreational and educational facilities*

This zoning of the lands zoned E in the Northwest quadrant provides for local civic, religious, community, educational and other facilities ancillary to neighbourhood uses and services.

The E1, E2 and E3 objectives have been identified to provide for necessary community, recreational, ecclesiastical and educational facilities for the town of Naas. The primary objective of E1 and E3 in the Northwest quadrant is to reserve sufficient lands for the development of integrated primary and post primary educational campus, in consultation with the relevant educational authorities. The site will form a key link to existing recreational facilities between the Caragh and Newbridge Roads. It is envisaged that this zone will, over time, accommodate the population growth in the general vicinity.

The E4 objective has been identified as the future cemetery and associated uses for Naas, based on its proximity and ease of access from the existing churches within the town. E5 zoning objective is to facilitate an educational campus. The E6 objective has been identified as the future location for facilities for those in need of special education. E7 zoning objective has been identified for the construction of a community facility.

#### Zoning Objective F - Open Space and Amenity

*To preserve, provide for and improve active and passive recreational public and private open space*

The areas included in this zoning objective cover both private and public open space and are dispersed throughout the town.

The Council will not normally permit development that would result in a loss of open space within the town.



### Zoning Objective G - Urban Village Centre

*To provide for retailing, community and social facilities for the local population of the Northwest quadrant of Naas and to support and compliment the attractiveness of Millennium Park for major Foreign Direct Investment and international, national and local investment*

The lands zoned 'G' have been identified for a new Urban Village Centre to serve the local population, support employment-based development within Millennium Park and act as a key transport node for the town centre. The functions provided would include those identified under the Retail Planning Guidelines for district centres, however the urban form should be quite different to the purpose-built mall normally associated with district centres. The new urban village is intended to serve the needs of the community and complement, but not compete with, the established town centre.

The focus within the Urban Village shall be to provide for convenience goods and local services, including post office, ATM, hairdresser, pharmacy, health centre etc. Appropriately scaled coffee shops; hotel, restaurant(s) or public house(s), while leisure and recreational based activities will also be considered.

A Masterplan (section 7.2.3) will be required prior to the grant of planning permission setting out an overall urban design framework for the development of the urban village, residential and institutional zoned lands adjacent, as well as scenarios for the future development of the adjoining lands zoned for White Land. The Masterplan shall be prepared by the applicant(s), in consultation with the Planning Authority and shall be agreed by the Planning Authority prior to the granting of permission.

### Zoning Objective H - Industrial & Warehousing

*To provide for and improve industrial and warehousing development*

This zoning provides for industrial and warehousing uses excluding retail warehousing. Other uses, ancillary or similar to industry and warehousing will be considered on the merits of each planning application and may be acceptable in this zone. Where employment is a high generator of traffic, the location of new employment at appropriate scale, density, type and location will be encouraged to reduce the demand for travel.

The layout of new employment sites will have to have regard for alternative sustainable modes of transport. Site layout should emphasize the necessary connections to the wider local and strategic public transport, walking and cycling networks. Mobility Management Plans (MMPs) should also be incorporated in accordance with section 4.2.6.

Residential or retail uses (including retail warehousing) or incinerators/thermal treatment plants will not be acceptable in this zone.

Where any Industrial/Warehousing land adjoins other land uses, Naas Town Council will insist that a buffer zone (minimum 30 metres) is provided for and landscaped accordingly in accordance with section 10.10 in the Development Control Standards chapter of this plan.

H1 Any development in this area must include the provision for a HGV park and ride facility for Naas and the indigenous business in accordance with Policy LUT 18 (Chapter Four).

H2 The Council will encourage the location of Small-Medium Enterprise (SME) related industry in this zone.

#### Zoning Objective I - Agricultural

*To provide for continued agricultural development and associated uses*

The purpose of this zoning is to retain the existing agricultural use. Ancillary uses that are not directly associated with agriculture are open for consideration. This includes limited housing for members of landowners' families or persons who can demonstrate a need to live in the agriculture zone, tourism related projects such as tourist caravan parks or campsites and amenity uses such as playing fields, or parks.

#### Zoning Objective J - Transport & Utilities

*To provide for the needs of transport and utility uses*

The purpose of this zoning is to provide for the needs of public transport and other utility providers such as service stations and car garages. Car parks and commercial development associated with the provision of public transport services are envisaged for this zone.

#### Zoning Objective K - Residential/Commercial

*To preserve the existing and provide for new residential and commercial uses*

This is an intermediate zoning reflecting a mix of residential and commercial uses in an area. In terms of area, this zoning is relatively small and reflects a mixture of uses, which may not rest easily together but, because of history, and circumstances, have emerged side by side. Any new development in this zone must not prejudice the viability of established land uses.

K1 Development in this area must have regard to the established uses in its immediate vicinity. Any element of residential development must be kept to the western edge of the site. A scheme of screen planting in a belt at least 4 metres wide of appropriate native species including semi-mature broadleaf trees (heavy standard 12-14cm girth) and fast growing shrubs shall be carried out along the eastern site boundary to provide a buffer between existing and proposed land

uses. Any development in this area shall require a detailed landscaping scheme prepared by a suitably qualified person providing precise detail of screen planting/buffer zone.

- K2 It is imperative that any development in this gateway site purports to a high standard of design and quality of environment with attractive landscaped features in the interests of visual amenity while emphasising its strategic location off the Maudlins Interchange.

#### Zoning Objective L - Leisure and Amenity

*To provide for new leisure and amenity facilities in the town*

The purpose of this zone is to provide for new leisure and recreational facilities in the town.

This Leisure and Amenity zoning is limited solely to the following uses; bowling, swimming pool and hotel/gym/leisure facilities.

A cinema/multiplex may be considered on the Leisure and Amenity zoning on the Sallins Road and Dublin Road.

A limited element of residential development may be permitted on the site zoned for Leisure and Amenity off the Dublin Road and fronting towards the Gallops Residential Development.

#### Zoning Objective M - Greenbelt/Future Park

*To protect the setting, character and environmental quality of areas of high natural beauty and safeguard their environmental, archaeological and ecological amenities*

In zone M, it is intended to establish greenbelts/future parks to preserve the Canal Environs and Jigginstown Castle from development and provide a visual and environmental buffer of amenity importance to the town as a whole.

It is envisaged that in the long term, these greenbelts will develop into a quality park for the residents of Naas. The council will not permit development that would detract from the visual amenity of this area. Existing uses in this zone will continue to be permitted, and reasonable development proposals in relation to this use will be considered on their merits. It should be noted that lands zoned under this category cannot be used as providing the open space provision for housing development adjoining them.



### Zoning Objective N - Neighbourhood Centre

*To provide for a new/existing Neighbourhood Centres and associated facilities*

This zoning provides for the development of a new/existing neighbourhood centre to serve the needs of a new/existing residential area. A mix of retail, community and recreational development is sought in this zone. Only limited residential development sufficient to ensure the viable and satisfactory working of the neighbourhood centre will be considered in new developments within this zone.

Neighbourhood Centres are intended to serve the immediate needs of the local working and residential population and complement, rather than compete with the established town centre. Medical clinics and professional offices, workshops, a crèche, small convenience stores or cafés are all envisaged in this zone. A petrol station may be considered on zone N1 on the Blessington Road.

### Zoning Objective R - Commercial /Retail

*To provide for and improve retailing and commercial activities*

The purpose of this zone is to provide for and improve retailing and commercial activities and acknowledge the existing/permitted retailing, in particular the District Centre on the Monread Road [see as indicated on Map 1]. Future development within this zone must be in accordance with the Draft County Retail Strategy and the Chapter Five 'Retail Strategy' as contained in this plan. Any specific development proposal must have due regard to the location of the site within the wider town context and be in accordance with the proper planning and sustainable development of the area.

R1 No development shall be permitted within this zoning (or on the 'K Residential / Commercial zoning on the Dublin Road) in advance of an agreement for, and delivery of, the community building required to deliver the social objectives on site E7. The precise amount of land and specification for the community building can be determined following the preparation of detailed plans for the community building. Arrangements shall be made to the satisfaction of Naas Town Council for the delivery of the community gain component.

**Zoning Objective U - Public Utilities**

*To provide for and improve public utilities in Naas*

The purpose of this zone is to provide for and preserve land in the ownership of the Council or other bodies charged with the provision of services such as electricity, telecommunications, water, wastewater etc. to the town.

**Zoning Objective W - White Land**

*To provide for White Lands to ensure the consolidation of future development in Naas outside the period of this plan*

The purpose of this zoning is to outline the direction of future development within the Northwest Quadrant, South West of the Devoy Quarter and north of the distributor road through Millennium Park as growth concentration areas. It is envisaged that lands presently zoned W, will act as a strategic land reserve and develop in a sequential approach thereby consolidating development in future plans for Naas, pending the provision of sustainable infrastructural services in the area.

## 7.4 Individual Zoning Objectives

Table 10 New Residential

| Objective No. | Specific Zoning Objective  | Approx Area (Ha)            | Approx. Area (Acres)         |
|---------------|--|-----------------------------|------------------------------|
| C-1           | High density residential development including a minimum 10 metre wide tree planted buffer along the eastern side of the site.   | 1.38                        | 3.4                          |
| C-2           | To provide for and facilitate medium/higher density residential development.   | 4                           | 10                           |
| C-3           | High density residential development.  | 3.84                        | 9.5                          |
| C-4           | Medium density residential development to include a mix of house types and sizes.  | 1.47                        | 3.6                          |
| C-5           | High density residential development.  | 3.57                        | 8.8                          |
| C-6           | Medium density residential development   | 4.3                         | 10.5                         |
| C-7           | Medium density residential development.  | 2.5                         | 6.1                          |
| C-8           | Medium density residential development.  | 1.9                         | 4.6                          |
| C-9           | Medium/High density residential development that must show a detailed relationship to the proposed Canal Harbour LAP in terms of linkages and sustainable forms of transport. Include provision for a nursing home that relates to the Green Belt of the canal.  | 6.9                         | 17                           |
| C-10          | Medium density residential development including a detailed landscape proposal that relates to the Canal and playing pitches. Landscape proposal to be approved by the Council.  | 4.9                         | 12                           |
| C-11          | Medium/High density residential development to include a mix of house types and sizes.   | 4.1                         | 10                           |
| C-12          | Medium/High density residential development.   | 5.7                         | 14                           |
| C-13          | Medium density residential development<br>2.5 acres (Zoned F1) of land in proximity to this residentially zoned area must be reserved as Open Space to facilitate the future expansion of the primary school north of the proposed site and to ensure that the vista from the Sallins Road to the Canal is maintained free from development. This may not form part of the open space required as part of any development under this category. | 3                           | 7.5                          |
| C-14          | Medium density residential development   | 2.5<br>(1.9 Ha developable) | 6<br>(4.6 acres developable) |
| <b>Total</b>  |  | <b>49.5</b>                 | <b>122</b>                   |

Table 11 New Residential (Suburban)

| Objective No. | Specific Zoning Objective  | Approx. Area (Ha) | Approx. Area (Acres) |
|---------------|--|-------------------|----------------------|
| D-1           | Low-Medium density residential development to include a mix of house types and sizes.  | 18.9              | 46                   |
| D-2           | Low-Medium density residential development to include a mix of house types and sizes.<br>[Precise detail to subject of Action Area Plan]   | 8.6               | 21                   |
| D-3           | Medium density residential development to include provision for Social/Voluntary housing.<br>[Precise detail to subject of Action Area Plan]   | 2.1               | 5                    |
| D-4           | Low-Medium density residential development for social and/or voluntary housing to include a mix of house types and sizes.<br>[Precise detail to subject of Action Area Plan]   | 9                 | 22                   |
| D-5           | Low density residential development to include provision for social and affordable housing.  | 2.2               | 5                    |
| D-6           | Infill housing pending the construction of the proposed road. Generally, any development should be at a medium density.  | 9.2               | 22                   |
| D-7           | Low density residential development<br>No residential development shall be permitted within this zoning in advance of the necessary physical and community infrastructure, including the construction of the secondary level school within the education campus.<br><br>The development of these lands will also be contingent on the prior provision of road improvements to the Kilcullen Road, and of the direct connection of this road with the Newbridge Road, and improvements from that connection point onto the Newbridge Road to the M7 junction. In addition, the development of the lands in question will be contingent on the prior provision of piped water, wastewater and surface water services, and on adequate treatment capacity in the case of wastewater services at Osberstown Treatment Plant. | 12.5              | 31                   |
| D-8           | Low-Medium density residential development to include a mix of house types and sizes.  | 5.65              | 13.9                 |

| Objective No. | Specific Zoning Objective   | Approx. Area (Ha) | Approx. Area (Acres) |
|---------------|---|-------------------|----------------------|
| D-9           | Infill housing pending the construction of the proposed road. Generally, any development should be at a medium density.   | 1.84              | 4.5                  |
| D-10          | Low-Medium density residential development to include a mix of house types and sizes. The site for the public park on the western edge of the site bordering the Ballymore Road must be prepared by the developer to a high standard of landscaping and subsequently transferred in title to the Naas Town Council prior to the commencement of any residential development. The area between this new park and the existing Lakelands public park to the north shall support a link corridor with generous walking and cycling facilities to connect these spaces in a safe and convenient manner. This may not form part of the open space required as part of any residential development. | 9.3               | 23                   |
| D-11          | Low-Medium density residential development to include a mix of house types and sizes.   | 4.25              | 10.5                 |
| <b>Total</b>  |   | <b>83.54</b>      | <b>206</b>           |

The Council will require an Action Area Plan for the general area incorporating D2, D3 & D4. A social infrastructure assessment that demonstrates that the facilities are available to adequately service the combined developments will be required.

This shall be prepared by the relevant developer(s) and approved by the Council.

Table 12 Community & Educational

| Objective No. | Specific Zoning Objective  | Approx. Area (Ha) | Approx. Area (Acres) |
|---------------|--|-------------------|----------------------|
| E1 & E3       | Educational Campus & Playing Pitches.  | 9.47              | 23                   |
| E-2           | Possible Ecclesiastical/Community Centre site.   | 1.7               | 4.2                  |
| E-4           | These lands have been reserved for a future Cemetery.  | 3.3               | 8.1                  |
| E-5           | These lands are specifically zoned to facilitate an educational campus.  | 1.6               | 3.9                  |
| E-6           | The E6 objective has been identified as the future location for facilities for those in need of special education. | 2.22              | 5.5                  |
| E-7           | These lands are specifically zoned to facilitate a new community facility.   | 0.32              | 0.8                  |
| <b>Total</b>  |  | <b>18.61</b>      | <b>46</b>            |

Table 13 Neighbourhood Centre

| Objective No. | Specific Zoning Objective  | Approx. Area (Ha) | Approx. Area (Acres) |
|---------------|--|-------------------|----------------------|
| N-1           | Neighbourhood Centre   | .89               | 2.2                  |
| N-2           | <p>Neighbourhood Centre</p> <p>No development shall be permitted within this zoning in advance of the necessary physical and community infrastructure, including the provision of the secondary level school within the education campus.</p> <p>The development of these lands will also be contingent on the prior provision of roads improvements to the Kilcullen Road, and of the direct connection of this road with the Newbridge Road, and improvements from that connection point onto the Newbridge Road to the M7 junction. In addition, the development of the lands in question will be contingent on the prior provision of piped water, wastewater and surface water services, and on adequate treatment capacity in the case of wastewater services at Osberstown Treatment Plant.</p> | 1.0               | 2.5                  |

Table 14 Local Area Plan for the Canal Harbour

| Objective No.              | Specific Zoning Objective  | Approx. Area (Ha) | Approx. Area (Acres) |
|----------------------------|--|-------------------|----------------------|
| LAP<br>(See section 7.2.1) | <p>The Council will consider any proposals for the development of the area north of the canal as premature until such time as the statutory process has been finalised and approved by the Town Council. Any planning application in advance of the preparation and finalisation of the LAP by Naas Town Council will be deemed premature. Any applications thereafter shall be required to be in accordance with the LAP.</p> | 13.2              | 32.6                 |



Table 15 Masterplan for Northwest Quadrant

| Objective No.                  | Specific Zoning Objective  | Approx. Area (Ha) | Approx. Area (Acres) |
|--------------------------------|--|-------------------|----------------------|
| Masterplan (See section 7.2.3) | The Master plan boundary incorporates the entire Northwest Quadrant bordered by the M7 to the Northwest, the Green Belt/Future Park west of the Grand Canal to the East and the Caragh Road to the South. The Council will consider any proposals for the development of newly zoned lands as premature until such time as the Master plan has been finalised and approved by the Town Council. Any applications thereafter shall be required to be in accordance with the Masterplan. | 262               | 647                  |

### 7.5 Zoning Matrix

Uses other than the primary use for which an area is zoned may be permitted provided they are not in conflict with the primary use-zoning objective. The Zoning Matrix (Table 16 overleaf) illustrates the acceptability or unacceptability of various uses for each of the zoning objectives. The land use-zoning matrix is intended to provide guidance to potential developers. It is not intended to supplant the normal planning process. An indication that a proposal would be 'permitted in principle' from the matrix should not be taken to imply a granting of permission, or indeed that a planning application may be necessarily successful. Individual applications are a matter for the local authority to decide and the final decision rests with them, taking into consideration the merits of individual cases and circumstances that may be relevant at a specific time or at a specific location. The matrix relates to land use only and important factors such as density, building height, design standards, traffic generation, etc., are also relevant in establishing whether or not a development proposal would be acceptable in a particular location.

### 7.6 Application of Zoning Policy

It is an objective of the Council to carry out its development control function in accordance with the Matrix Table for each zone. However, it should not be assumed that if a proposed development complies with the Matrix Table, it would necessarily be accepted. Factors such as density, scale & massing, traffic generation, design criteria and physical environmental factors are also of importance in establishing whether or not a development proposal conforms to the proper planning and development of the town. (Guidelines and Standards on these matters are set out in the Development Control Section of this Plan).

Table 16 Zoning Matrix

| Land Use                             | Specific Zoning Objectives* |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |
|--------------------------------------|-----------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|
|                                      | A                           | B | C | D | E | F | G | H | I | J | K | L | M | N | R | U |  |
| Broiler house                        | N                           | N | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |  |
| Car parks                            | Y                           | N | O | N | O | O | Y | Y | N | Y | Y | Y | N | O | Y | O |  |
| Cattleshed/slatted unit              | N                           | N | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |  |
| Cemetery                             | N                           | N | N | N | Y | O | N | N | Y | N | N | N | N | N | N | N |  |
| Cinema, dancehall, disco             | Y                           | N | N | N | N | N | O | N | N | N | N | O | N | N | N | N |  |
| Community hall                       | Y                           | O | O | O | Y | Y | Y | O | O | O | O | O | N | N | N | N |  |
| Crèche/playschool                    | Y                           | O | Y | Y | Y | Y | Y | O | O | O | Y | N | N | O | N | N |  |
| Cultural uses, library               | Y                           | O | O | O | Y | O | Y | N | N | O | O | N | N | O | N | N |  |
| Dwelling                             | Y                           | Y | Y | Y | O | N | Y | N | O | N | Y | N | N | O | N | N |  |
| Funeral homes                        | Y                           | N | N | N | Y | N | Y | Y | N | N | N | N | N | N | N | N |  |
| Garages, panel beating & car repairs | N                           | N | N | N | N | N | N | Y | N | O | N | N | N | N | N | N |  |
| Guest house/hotel/hostel             | Y                           | O | O | O | O | N | O | N | O | N | O | O | N | N | N | N |  |
| Halting site                         | N                           | O | O | O | O | O | N | O | O | N | N | N | N | N | N | N |  |
| Health centre                        | Y                           | O | O | N | Y | O | Y | O | N | O | O | O | N | Y | N | N |  |
| Heavy commercial vehicle parks       | N                           | N | N | N | N | N | N | Y | N | Y | N | N | N | N | N | N |  |
| Hot food take-away                   | O                           | N | N | N | N | N | O | Y | N | N | Y | N | N | N | N | N |  |
| Industry                             | N                           | N | N | N | N | N | N | Y | N | O | N | N | N | N | N | N |  |
| Industry (light)                     | N                           | N | N | N | O | N | N | Y | N | O | N | N | N | N | N | N |  |
| Medical and Related Consultant       | Y                           | O | O | O | Y | N | Y | O | N | O | Y | N | N | Y | N | N |  |
| Motor sales                          | Y                           | N | N | N | N | N | O | Y | N | Y | N | N | N | N | N | N |  |
| Nursing home                         | Y                           | O | O | O | Y | N | Y | N | O | N | N | N | N | O | N | N |  |
| Offices                              | Y                           | N | N | N | O | N | Y | O | N | O | Y | N | N | O | O | N |  |
| Park/playground                      | Y                           | Y | Y | Y | Y | Y | Y | O | O | N | Y | Y | Y | N | N | N |  |
| Petrol station                       | O                           | N | N | O | N | N | O | Y | N | O | N | N | N | Y | N | N |  |
| Place of worship                     | Y                           | O | O | N | Y | O | Y | N | N | N | N | N | N | N | N | N |  |
| Playing fields                       | O                           | Y | O | Y | Y | Y | N | O | Y | N | N | N | Y | N | N | N |  |
| Pub                                  | Y                           | N | O | N | N | N | Y | N | N | N | Y | N | N | N | N | N |  |
| Recreational buildings               | Y                           | O | O | O | Y | Y | Y | O | O | O | Y | Y | N | O | N | N |  |
| Repository, store, depot             | O                           | N | N | N | O | N | N | Y | N | O | N | N | N | N | N | N |  |
| Restaurant                           | Y                           | O | O | N | O | N | Y | O | N | O | Y | N | N | Y | O | N |  |
| Residential                          | Y                           | Y | Y | Y | O | N | Y | N | O | N | Y | N | N | O | N | N |  |
| Retail warehouse                     | Y                           | N | N | N | N | N | N | N | N | N | N | N | N | N | Y | N |  |
| School                               | Y                           | O | O | O | Y | O | Y | O | O | N | N | N | N | N | N | N |  |
| Shop (comparison)                    | Y                           | N | N | N | N | N | O | N | N | N | N | N | N | N | Y | N |  |
| Shop (convenience)                   | Y                           | O | O | O | N | N | Y | O | N | O | Y | N | N | O | Y | N |  |
| Stable yard                          | N                           | N | N | O | N | N | N | O | Y | N | N | N | N | N | N | N |  |
| Sport/Leisure Complex                | Y                           | O | O | N | Y | N | Y | N | N | N | O | Y | N | O | O | N |  |
| Tourist camping site                 | N                           | N | O | O | O | N | N | N | O | N | N | N | N | N | N | N |  |
| Tourist caravan park                 | N                           | N | O | O | O | N | N | N | O | N | N | N | N | N | N | N |  |
| Utility structures                   | Y                           | O | O | Y | Y | O | Y | Y | Y | Y | O | N | N | N | Y | Y |  |
| Warehouse (wholesale)                | N                           | N | N | N | N | N | N | Y | N | N | N | N | N | N | N | N |  |
| Waste Incinerator                    | N                           | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |  |
| Workshops                            | N                           | N | N | N | O | N | O | Y | O | Y | O | N | N | N | N | O |  |

\*Zoning objective W 'White Lands' is not considered in the zoning matrix as the specific land use will be informed by future development plans.

**Explanation of Table 16****Y= Will Normally be Acceptable**

A use which will normally be acceptable is one which the Local Authority accepts in principle in the relevant zone. However, it is still subject to the normal planning process including policies and objectives outlined in the Plan.

**O= Are Open for Consideration**

A use which is open for consideration means that the use is generally acceptable except where indicated otherwise and where specific considerations associated with a given proposal (i.e. scale) would be unacceptable, or where the development would be contrary to the objective for a given area.

**N= Will Not Normally be Acceptable**

Development which is classified as not normally being acceptable in a particular zone is one which will not be entertained by the Local Authority except in exceptional circumstances. This may be due to its perceived effect on existing and permitted uses, its incompatibility with the policies and objectives contained in this Plan or the fact that it may be inconsistent with the proper planning and sustainable development of the area. The expansion of established and approved uses not conforming to land use zone objectives will be considered on their merits.

**7.7 Non Conforming Uses**

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







**chapter 8**

# heritage, tourism & environment



## 8.1 Heritage

Naas is a town rich in architectural, archaeological and natural heritage. This heritage is a valuable, non-renewable resource, which contributes greatly to the quality of life and therefore should be protected.

Heritage is defined by the Heritage Act 1995 as including monuments, archaeological objects, heritage objects, architectural heritage, flora, fauna, wildlife habitats, landscapes, wreck, seascapes, heritage gardens and parks, geology and inland waterways.

### Goal

To conserve and protect the built, natural, archaeological and cultural heritage of Naas town and to afford identified sites, species, monuments, artefacts and particular areas relevant statutory protection.

### Objective

It is an objective of the Council to conserve, protect and enhance in general the character of Naas town as defined by its natural heritage and biodiversity, built environment, landscape and culture.

The following principles will guide Naas Town Council's heritage objectives and policies as set out in the Naas Town Development Plan:

- To avoid unnecessary harm to heritage.
- To mitigate the effects of harm where it can not be avoided.
- To promote appropriate enhancement as an integral part of any development.

### Policy Statements

- HE 1 Objectives for the protection, conservation and enhancement of the natural, built and archaeological heritage will be incorporated into all plans, programmes and policies of Naas Town Council.
- HE 2 In relation to designated sites, recorded monuments and places and protected structures, potential developers should consult with relevant agencies as early as possible to ensure that heritage concerns are considered early in the planning process.
- HE 3 The Council will work with other relevant agencies in promoting awareness of and pride in the natural, built and archaeological heritage of Naas.
- HE 4 The Council will seek to actively encourage participation by heritage groups, community associations and local people in the identification, protection, conservation and enhancement of the heritage of Naas Town.



## 8.2 Natural Heritage

There is a diversity of natural and semi-natural habitats with the Naas environs, these include woodland, grassland, stream and canal habitats. This diversity, however, is coming under increasing threat as the development pressure intensifies and the demand for land for new development increases. A sustainable approach is needed to protect and conserve this natural heritage. Map 2 shows the Natural Heritage within Naas and lists the views and prospects to be preserved.

### 8.2.1 Habitat and Species Protection

#### 8.2.2 Habitat and Species Protection Outside of Designated Areas

Many other areas within the Town boundary have a value in terms of the plant and animal populations that they support and the bio-diversity that lies within them. These areas do not have formal protection under legislation. It is important that these areas are managed well.

#### Policy Statements

SP 1 The Council shall seek to identify, protect and conserve, in co-operation with the relevant statutory authorities and other groups, the habitats and species of local importance, not otherwise protected by legislation.

SP 2 The Council shall seek to identify, conserve, protect and enhance, wherever possible, wildlife habitats such as canal, stream, demense gardens, wooded areas and field boundaries (hedgerows, and ditches). Such features form part of a network of habitats and corridors, which allow wildlife to exist and flourish.

Regard will be given to species listed in National and European legislation,<sup>2</sup> and in other international conventions, agreements and processes.

### 8.2.3 Integrating Bio-diversity into Council Activities

#### Policy Statements

BIO 1 The Council will integrate bio-diversity considerations into all Naas Town Council activities.

BIO 2 Naas Town Council will have regard to the County Bio-diversity Plan, when completed.

### 8.2.4 Tree Protection

#### Policy Statements

The Council seeks to preserve and enhance the amenity and natural beauty by preserving in so far as possible individual trees, woodlands and hedgerows.

<sup>2</sup> Plant and animal species afforded protection under the following legislation: Floral Protection Order, 4th and 5th schedules of Wildlife Act, Annex 11, 1V and V of Habitats Directive.



- TP 1 The Council will discourage the felling of mature trees to facilitate development, and will encourage tree surgery rather than felling where possible.
- TP 2 The Council will promote the protection of trees, in particular native and broadleaf species, which are of conservation and/or amenity value. Development that requires the felling of mature trees of species interest, even though they may not listed in the Town Plan, will be discouraged.
- TP 3 The Council will undertake a survey of individual and groups trees within the Town Council during the period of the plan in order to make Tree Preservation Orders (TPOs) to protect trees of high value.

### 8.2.5 Hedgerow Protection

#### Policy Statements

- HP 1 The Council will encourage the protection of hedgerows, which are a unique habitat for wildlife. They provide a valuable corridor for wildlife and contribute to the visual amenity of the countryside. In particular the Council will expect all new developments to comply with the requirements for the protection of hedgerows and the inclusion of hedgerows within the overall development design.
- HP 2 The Council will promote the environmentally sensitive management of hedges in accordance with best practice.<sup>3</sup>
- HP 3 The Council supports the provisions of Wildlife Act, which seeks to prohibit the cutting of hedges and grass verges within the nesting period (March 1st until September 1st)<sup>4</sup>, unless for reasons of public safety.

### 8.2.6 Tree and Hedgerow Preservation

When mature trees and/or substantial hedgerow are located on lands that are being considered for development, a detailed tree survey shall be submitted with application. All trees with a diameter of 75mm and above 1.5m from ground level should be included. Trees should be surveyed by reference to species, branch canopy, spread, shape, height and condition. Provision should be made in site layout for incorporating specimen trees that are in good condition. If mature trees or hedgerow are felled prior to lodging a planning application this will reflect negatively on the case for planning permission.

#### Policy Statement

- TH1 Development will not generally be permitted where there is a likely damage or destruction either to trees protected by a Tree Preservation Order or those, which have a particular local amenity or nature conservation value. Development that

<sup>3</sup> For example The Heritage Council publication "Conserving Hedgerow".

<sup>4</sup> As per the Wildlife (Amendment) Act 2000.

requires the felling of mature trees of amenity value, conservation value or special interest even though they are not listed in the development plan will be discouraged.

### 8.2.7 Amenity/Recreation

#### Policy Statements

It is the Council's policy;

- AR1 To provide a public park for passive recreation on land located between the Harbour, Abbey Bridge and the canal;
- AR2 To encourage tourism related uses at The Harbour - in particular the provision of a marina and associated boating uses on land to the north of the Harbour subject to the LAP;
- AR3 To provide a footbridge linking Sarto Park open space with the area subject to the LAP;
- AR4 To provide a town centre park located in the gardens of St. David's Castle;
- AR5 To develop a small public park on land which is in the Council's ownership at Millbrook and to connect this with the strip of open space running east along Friary Road to join with the proposed pedestrian access to Sundays Well housing development at the road bridge across the disused railway line;
- AR6 To continue landscaping and the development of amenities on open spaces such as the Fair Green and the lakes; including the provision of playground equipment;
- AR7 To protect and preserve views and prospects of the canal from all locations;
- AR8 To protect, and preserve as an amenity, the Watering Place at the County Hospital Gate;
- AR9 To preserve views and prospects of the North Moat from Abbey Street, Abbey Road and the canal;
- AR10 To preserve views of the lakes from the Fair Green;
- AR11 To preserve views of the East Kildare Uplands from the Fair Green and the lakes;
- AR12 To preserve views of St. David's Castle from Church Lane;
- AR13 To preserve views and prospects forming the setting and environs of all buildings and structures listed for preservation;



**AR14** To preserve significant trees or groups of trees of special amenity value through the use of Tree Preservation Orders and other measures at the following locations:-

|     |  |
|-----|--|
| 1)  | the gardens of St. David's Castle  |
| 2)  | the east bank of the canal beside the convent playing fields             |
| 3)  | the embankments of the old railway bridge at Friary Road                 |
| 4)  | between the North Moat and cemetery at Abbey Bridge                      |
| 5)  | the Sallins Road at the Sycamores  |
| 6)  | line of Scots Pines on Monread Road at QK site                           |
| 7)  | Monread House, Sallins Road  |
| 8)  | Elmwood - two stands   |
| 9)  | Thornbrook - one stand   |
| 10) | Greenaun Gowra, Tipper Road - 5 trees at entrance                        |
| 11) | Ard Caien, Tipper Road - stand of trees at entrance                      |
| 12) | Ard Caien, Tipper Road - trees at boundary with IDA site                 |
| 13) | Ard Caien, Tipper Road - trees at boundary with Elmwood                  |
| 14) | Tipper Road - stand of trees near entrance to Woodlands                  |
| 15) | The Paddocks/IDA - stand of trees  |
| 16) | The Paddocks - specimen trees around site of former Tipper House         |
| 17) | Tipper Road - stand of trees in front of farmhouse                       |
| 18) | Tipper Road - line of hedgerow trees                                     |
| 19) | Tipper South - line of trees on entrance avenue to farmhouse             |
| 20) | Tipper South - wood behind farmhouse                                     |
| 21) | Springfield Lodge, Forenaghts Road - stand of trees to front of house    |
| 22) | Dublin Road - stand of 7 trees   |
| 23) | C of I cemetery, Dublin Road - trees within cemetery wall                |
| 24) | Fishery Lane - line of Scots Pines on north side of road                 |
| 25) | line of trees along hedgerow on north-east side of Craddockstown Road    |
| 26) | entrance to Craddockstown House  |
| 27) | four cedars in front of County Hospital                                  |
| 28) | around County Council Offices  |
| 29) | entrance to Pipers Hill Stud on the Kilcullen Road                       |
| 30) | group of 4 trees in field to the south of the County Council Offices     |
| 31) | entrance to Craddockstown golf club                                      |
| 32) | Oakfield, Blessington Road - roadside belt of trees                      |
| 33) | to the rear of Jigginstown Castle  |
| 34) | along north bank of canal between Limerick Bridge and the Newbridge Road |
| 35) | coppice at Town Council near Rathasker Road                              |
| 36) | Ard Mor, Kilcullen Road  |
| 37) | line of Beech trees on east side of the Rathasker Road                   |
| 38) | road boundary at John Keogh (fencing contractor), Newbridge Road         |
| 39) | line of Beech trees at Bluebell Farm, Kilcullen Road                     |
| 40) | specimen trees at Bluebell Farm, Kilcullen Road                          |
| 41) | town boundary between Bluebell Farm and Pipers Hill Stud                 |
| 42) | behind thatch cottage (Farrington's) Newbridge Road                      |
| 43) | north bank of the canal on Caragh Road lands of Council                  |

|     |   |
|-----|---|
| 44) | around Knocks House   |
| 45) | along the avenue to Knocks House  |
| 46) | between Knocks House and the Canal  |
| 47) | around Keredern House   |
| 48) | around Grove House  |
| 49) | around Leinster Grove   |
| 50) | on roadside between Leinster Mills and motorway                           |
| 51) | on roadside between motorway and Town Council                             |
| 52) | on east bank of the canal in Oldtown Demesne                              |
| 53) | at entrance to Millbrook Lodge around Tandy's Bridge                      |
| 54) | at Alder Grove, Oldtown Demesne   |
| 55) | at the water gardens and around pond, Oldtown Demesne                     |
| 56) | on west side of the Sallins Road in Oldtown Demesne                       |
| 57) | along boundary wall of Oldtown Demesne between Sallins Road and the canal |

- AR15 To continue the development of canal-side walking routes in conjunction with the relevant statutory and voluntary bodies;
- AR16 To develop urban landscaping throughout the town centre in order to enhance amenities;
- AR17 To continue to implement the proposals contained in the Naas Canal Harbour Action Area Plan; and any subsequent plans for the area.
- AR18 Complete the development of a 12.14 hectare District Park in the centre of Monread;
- AR19 To provide for small neighbourhood open spaces in addition to the District Park at Monread;
- AR20 To maintain and develop pedestrian spines throughout new housing areas in Monread to link in with the District Park;
- AR21 To seek the completion of the landscaping at the Monread Heights open space;
- AR22 To ensure the provision of small playlots in new housing schemes;
- AR23 To ensure a high standard of open space provision in new housing schemes in terms of size, location and landscaping;
- AR24 To improve existing open space areas in housing which has been taken in charge by the Council;
- AR25 To facilitate the continuation, in its present use, of Naas Racecourse;
- AR27 To complete the pedestrian link between Roselawn and the Dublin Road;



- AR28 To continue landscaping and the development of amenities at the lakes;
- AR29 To continue landscaping and the development of amenities at the Naas Workhouse Memorial Park on the Craddockstown Road;
- AR30 To protect and preserve views of the East Kildare Uplands from the Craddockstown Road;
- AR31 To facilitate the completion of the public open space area at Lakelands/Sundays Well/Lacken View/Cleevaun (including former railway line)
- AR32 To continue landscaping those areas south of the Blessington Road which remain after realignment work;
- AR33 To provide further planting of trees at the southern end of the lakes;
- AR34 To seek to re-open the towpath along either side of the canal between Newbridge Road and the Town Council Boundary;
- AR35 To explore, in conjunction with DoEHLG - Waterways Ireland, the creation of a walkway along the entire length of the canal to Corbally Harbour;
- AR36 To explore the possibility of re-opening the right-of-way known as Primrose Lane between the Rathasker Road and the Newbridge Road;
- AR37 To seek the creation of a public right-of-way from the Newbridge Road to the now disused Jigginstown Bridge as a means of access to the Council playing fields at Caragh Road;
- AR38 To encourage DoEHLG - Waterways Ireland to repair and restore Jigginstown Bridge and make it safe for pedestrians;
- AR39 To seek the creation of a walkway along the towpaths on the northern and southern banks of the canal between the Newbridge Road and Ploopluck Bridge;
- AR40 To seek the creation of a walkway along the tow-paths on the northern and southern banks of the canal from Ploopluck Bridge to Abbey Bridge;
- AR41 To co-operate with DoEHLG - Waterways Ireland in seeking the re-opening of the canal from the Harbour to Jigginstown Bridge and investigate the possibility of re-opening the canal from Jigginstown Bridge to Corbally Harbour;
- AR42 To seek to create a safe boating amenity area on the canal between Jigginstown Bridge and the Newbridge Road;



- AR43 To co-operate with any appropriate statutory and voluntary bodies in seeking the construction of a sports/community centre on Council lands at Caragh Road;
- AR44 To seek to maintain and improve, in co-operation with statutory and voluntary bodies, the sporting facilities at the Caragh Road;
- AR45 To promote tourism-based development of the canal in co-operation with DoEHLG - Waterways Ireland, Fáilte Ireland, other state agencies, voluntary bodies and property owners;
- AR46 To maintain and upgrade the recreation facilities at St. Gabriel's Place (Páirc na nÓg);
- AR47 To preserve and conserve existing stone walls and encourage the use of stone as an appropriate boundary treatment;
- AR48 To provide for the development of a 0.8 hectare (2.0 acre) park at the junction of the Craddockstown Road and the proposed distributor road linking the Ballymore Road to the Craddockstown Road for active and/or passive recreation.

### 8.2.8 Grand Canal / Inland Waterways

The Grand Canal system is protected under National legislation by way of its designation as proposed Natural Heritage Areas (pNHA)<sup>1</sup>, (site number 02104) as outlined on Map 2.

#### Objectives

- 1) To develop berthing and other ancillary infrastructure at key locations along inland waterways, particularly in areas where tourism is underdeveloped at present;
- 2) To protect and conserve water quality in the canal system to protect fish life;
- 3) To conserve and protect the natural habitats within the canal system;
- 4) To maintain and to develop the amenity potential of the canal for recreation.

#### Policy Statements

- GC1 The Council will facilitate the protection of the Canal pNHA from any development that would adversely affect its conservation value.
- GC 2 The Council will ensure that any development proposal, including the council's own works, within the vicinity of or having an effect on a the grand canal system will, provide sufficient detail illustrating how it will impact upon the canal and will include proposals for appropriate amelioration. In all such cases, the Council shall consult with Waterways Ireland and the National Parks and Wildlife Section of the DoEHLG.
- GC 3 In association with Waterways Ireland, and the National Parks and Wildlife Service of the DoEHLG and local communities, the Council will encourage the development of

<sup>1</sup> NHA, formed Areas of Scientific Interest, are legally protected under the Wildlife (Amendment) Act 2000.



amenity and recreational use of the canal systems. Particularly the development of walkways and linear parks.

- GC 4 In association with Waterways Ireland, and the National Parks and Wildlife Service of the DoEHLG and local communities the council will seek to protect items of architectural or industrial archaeological interest associated with the canal systems.
- GC 5 The Council, in partnership with Waterways Ireland, and the National Parks and Wildlife Service of the DoEHLG will seek to preserve the quality and quantity of water in the canal system.



GC 6 To maximise opportunities for the use of the canal as tourism and recreational amenities and in this regard the Council will co-operate with Waterways Ireland and other appropriate bodies to develop the infrastructure, quality and amenity of these waterways.

GC 7 To encourage local awareness and education on the value of inland waterways as a natural resource for conservation and sustainable development.

*A picturesque view of the canal harbour in Naas*

### 8.3 Archaeological Heritage

Naas, as a zone of archaeological significance, has an abundant and diverse archaeological heritage. The Council will ensure that features or items of archaeological interest, and recognised areas of archaeological potential are protected and preserved from inappropriate development that would adversely effect and/or detract from the interpretation and setting of these sites.

#### 8.3.1 Recorded Archaeological Monuments and Places

The Record of Monuments and Places (RMP) of County Kildare identifies archaeological sites within Naas town boundary. These recorded Monuments are protected under the National Monuments (Amendment) Act 1994.

### Policy Statements

**RAM 1** The Council will have regard to the Record of Monuments and Places (RMP), and the Urban Archaeological Survey prepared for Naas Town when dealing with planning applications for development or threats to items recorded. No development shall be permitted in the vicinity of a recorded feature, where it detracts from the setting of the feature or which is injurious to its cultural or educational value. In all such cases the Council shall consult with the National Monuments Section of the Department of Environment, Heritage and Local Government (DoEHLG).

**RAM 2** Naas Town Council will seek to protect and preserve archaeological sites, which have been identified subsequent to the publication of the Record of Monuments & Places (RMP).

#### 8.3.2 Archaeological Assessment Requirements

**RAM 3** The Council will ensure that proposed developments that may, due to their size, location or nature have implications for archaeological heritage, are subject to an archaeological assessment. Such an assessment will ensure that the development can be designed in such a way as to avoid or minimise any potential effects on the archaeological heritage. In all such cases the Council shall consult with the National Monuments Section of the Department of Environment, Heritage and Local Government (DoEHLG).

#### 8.3.3 Archaeology and Development

**RAM 4** When dealing with proposals for development that would impact upon archaeological sites and/or features, the Council will promote a presumption in favour of “preservation in situ” of archaeological remains and settings, in accordance with government policy.

**RAM 5** To secure the preservation (in situ) of town walls, embankments, town gates, bastions or ancillary fortifications or portions thereof.

**RAM 6** To preserve the integrity of existing archaeological monuments in their settings including the integrity of town defences.

**RAM 7** To require the preparation and submission of an archaeological assessment detailing the potential impact of any development on both the upstanding buried structures and deposits, when considering development in the vicinity of all upstanding.

Where permission for such proposals is granted, the applicant will have due regard to the recommendations of the Heritage and Planning Division of the DoEHLG.



#### 8.3.4 Zones of Archaeological Potential or Significance

RAM 8 The Council will have regard to the Archaeological Zone within Naas town when dealing with planning applications for development and public sector development including works carried out by Naas Town Council. This area is identified in Map 2-1. Where permission for such proposals is granted, the applicant will have due regard to the recommendations of the Heritage and Planning Division of the DoEHLG.

#### 8.3.5 The Manorial House at Jigginstown

The Manorial House at Jigginstown is a national monument in the care of the state.

RAM 9 Naas Town Council will seek the preservation of this national monument in association with the Historic Properties Division of the DoEHLG.

RAM 10 The Council will seek to facilitate public access to this monument.

#### 8.3.6 Archaeological Objects

RAM 11 In the absence of a designated repository in the county<sup>5</sup>, all archaeological objects found within Naas should be deposited with the National Museum as they are the property of the state.<sup>6</sup>

#### 8.3.7 Heritage Objects<sup>7</sup>

RAM 12 The Council will seek to protect and record heritage objects, such as walls, bridges and street furniture, within Naas, through the County Heritage Plan.

### 8.4 Graveyards/Burial Grounds

Burial grounds are an important part of local heritage and often contain the standing remains of sites of earlier structures and also contain a great diversity of animal and plant life. Burial grounds, which are included in the Record of Monuments and Places (RMP), are afforded protection under Section 12 of the National Monuments (Amendment) Act 1994.

BG 1 The Council will seek to protect the burial grounds within Naas identified in the RMP, in co-operation with National Monuments Section of the Department of Environment, Heritage and Local Government (DoEHLG).

#### 8.4.1 Heritage Gardens and Demesnes Landscapes

HG 2 The Council will support measures to retain heritage gardens and demesnes landscapes of national and international importance, within Naas and will not permit development which would detract from the character and integrity of these landscapes.

<sup>5</sup> *Cultural Institutions Act 1997*

<sup>6</sup> *National Monuments Amendment Act 1994*

<sup>7</sup> *Defined by the Heritage Act 1995 as Objects over 25 years old which are works of art or of industry (including books, documents and other records, including genealogical records) of cultural importance.*


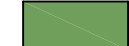










# NAAS TOWN COUNCIL

## NAAS TOWN DEVELOPMENT PLAN 2005-2011

### LEGEND

-  Open Space and Amenity
-  Green Belt / Future Park
-  Canal (Proposed ACA)
-  pNHA
-  Town Boundary
-  Views & Prospects to be Preserved (Related to Canal Corridor)
-  Views & Prospects to be Preserved
-  Record of Monuments and Places (RMP)  
(Note: See Map 2-1 for Archaeological Zone)

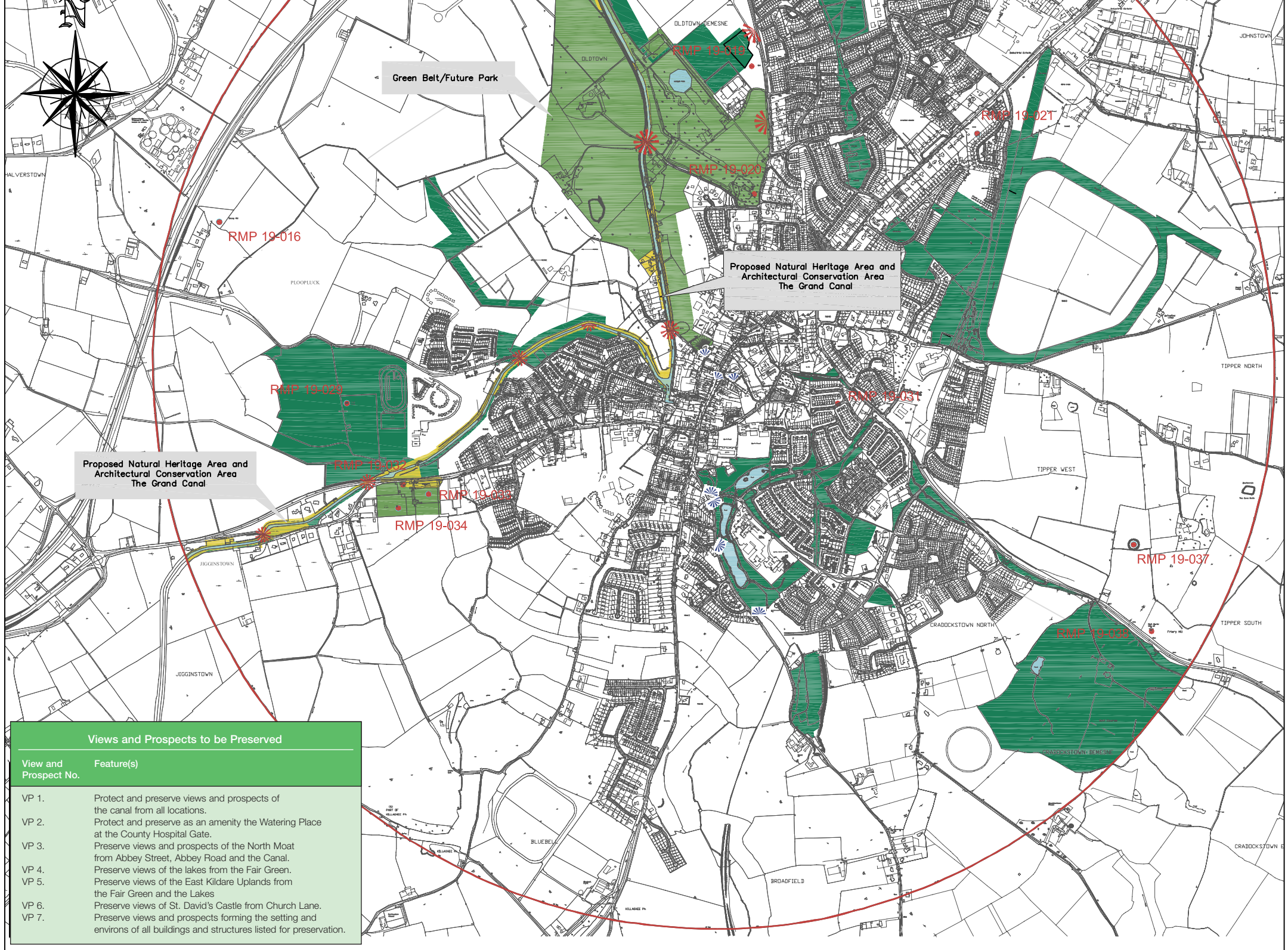
### NATURAL HERITAGE INCLUDING VIEWS AND PROSPECTS

|                 |                         |
|-----------------|-------------------------|
| Scale: N.T.S.   | Map Ref: 2              |
| Date: June 2005 | Drawing No.: 200/05/186 |

© Ordnance Survey Ireland.  
All rights reserved.  
Licence No.: 2004/07CCMA  
(Kildare County Council)

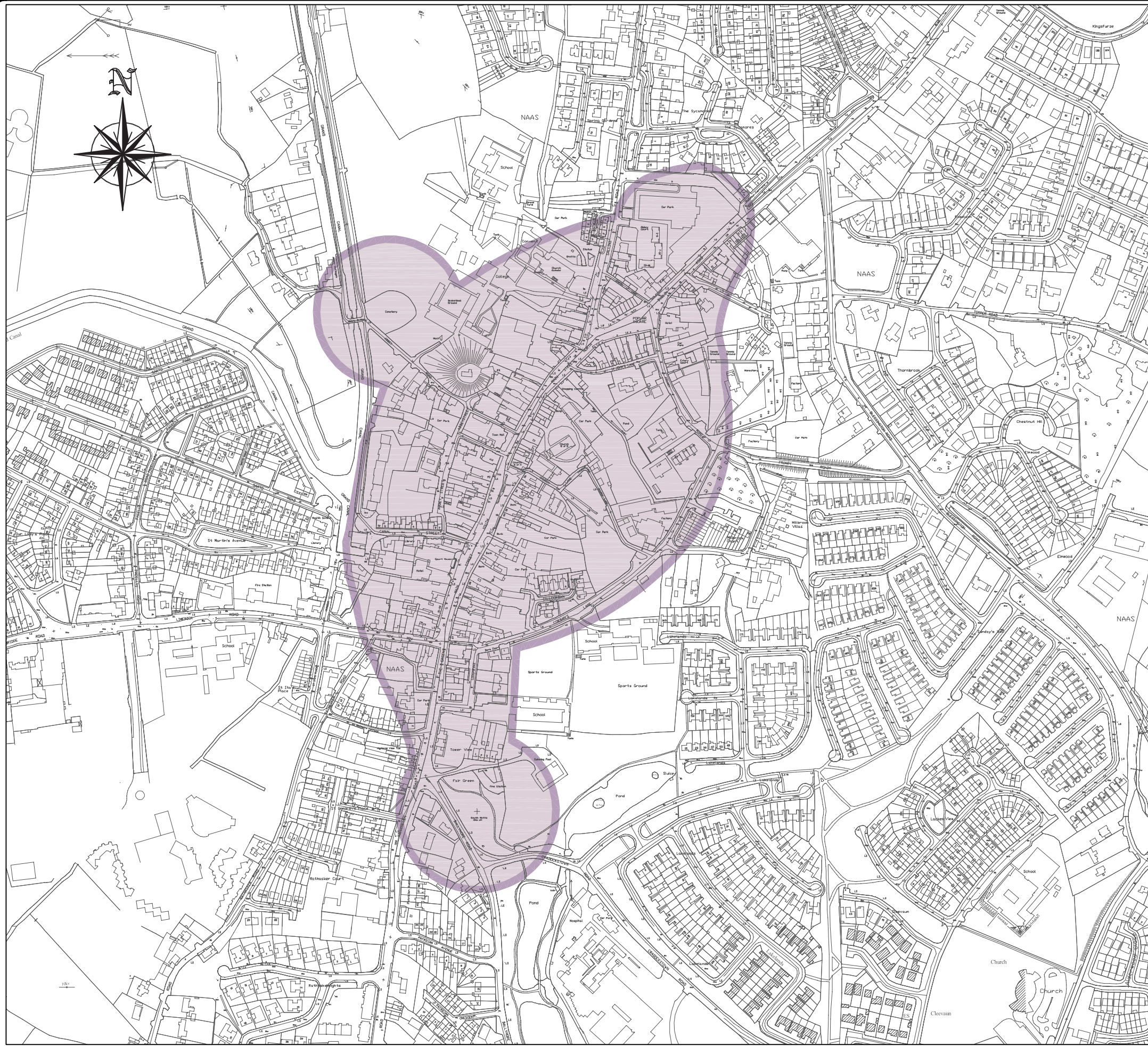
THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE WRITTEN STATEMENT

| Recorded Sites and Monuments |                 |                        |
|------------------------------|-----------------|------------------------|
| Ref. No.                     | Townland        | Classification         |
| KD019-016                    | Osberstown      | Earthwork              |
| KD019-019                    | Oldtown Demense | Enclosure Site         |
| KD019-020                    | Oldtown Demense | Holy Well              |
| KD019-021                    | Maudlins        | Graveyard Site         |
| KD019-029                    | Jigginstown     | Church                 |
| KD019-031                    | Naas East       | Holy Well              |
| KD019-032                    | Jigginstown     | Tower                  |
| KD019-033                    | Jigginstown     | Landscape Feature      |
| KD019-034                    | Jigginstown     | Tower House            |
| KD019-037                    | Tipper South    | Ringfort (rath/cashel) |
| KD019-038                    | Tipper South    | Cist Site              |



| Views and Prospects to be Preserved |  |
|-------------------------------------|--|
| View and Prospect No.               | Feature(s)   |
| VP 1.                               | Protect and preserve views and prospects of the canal from all locations.  |
| VP 2.                               | Protect and preserve as an amenity the Watering Place at the County Hospital Gate.                                     |
| VP 3.                               | Preserve views and prospects of the North Moat from Abbey Street, Abbey Road and the Canal.                            |
| VP 4.                               | Preserve views of the lakes from the Fair Green.   |
| VP 5.                               | Preserve views of the East Kildare Uplands from the Fair Green and the Lakes   |
| VP 6.                               | Preserve views of St. David's Castle from Church Lane.   |
| VP 7.                               | Preserve views and prospects forming the setting and environs of all buildings and structures listed for preservation. |



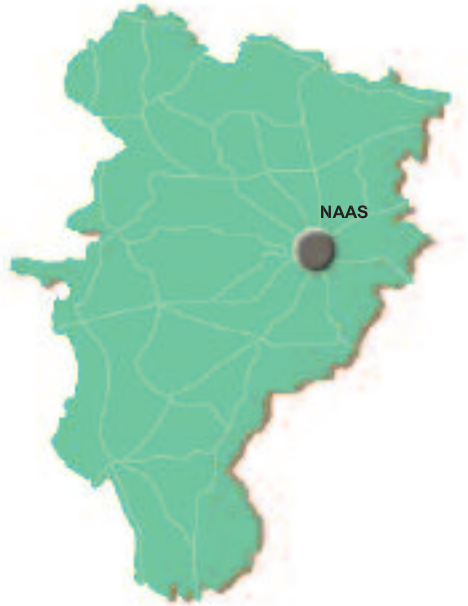


NAAS TOWN COUNCIL

NAAS TOWN DEVELOPMENT PLAN 2005-2011

LEGEND

 Archaeological Zone



ARCHAEOLOGICAL ZONE

Scale: 1:5000

Map Ref.: 2-1

Date: June 2005

Drawing No.: 200/05/187

© Ordnance Survey Ireland.  
All rights reserved.  
Licence No.: 2004/07CCMA  
(Kildare County Council)

THIS DRAWING IS TO BE READ IN  
CONJUNCTION WITH THE WRITTEN STATEMENT



## 8.5 Built Heritage

### 8.5.1 Architectural Heritage

#### Background

The unprecedented level of development over recent years has brought many changes to the built environment and architectural conservation has become an increasingly important element of Planning. The Convention for the Protection of the Architectural Heritage of Europe (The Granada Convention), drawn up by the Council of Europe and signed at Granada in 1985, was ratified by Ireland in 1997. As a result, comprehensive and systematic legislative provisions for protection of the architectural heritage were introduced by the Government as part of the Planning Code, with implementation of the Local Government (Planning and Development) Act, 2000 - 2004.

This Act is consolidated into Part IV of the Planning and Development Acts, 2000 - 2004, and it is now a mandatory requirement of the Development Plan to include a Record of Protected Structures (RPS). The RPS replaces the system of 'listed buildings' in previous Naas Town Development Plans. These are shown on Map 3 and Map 3-1.

Naas boasts a rich architectural heritage centred around a wide main street and narrow side streets comprising a mixture of building types including houses, banks, civic buildings, ecclesiastical structures, traditional shopfronts, vernacular buildings, and stone bridges spanning the Grand Canal. The built environment is an intrinsic part of our heritage which provides society with an opportunity to learn about the past and understand the present.

#### Goal

It is the aim of the Council to protect our architectural heritage and to encourage sensitive sustainable development so as to ensure its survival and maintenance for the future.

### 8.5.2 Protected Structures

In relation to a protected structure or proposed protected structure, the meaning of the term structure includes the interior of the structure, the land lying within the curtilage of the structure, any other structure lying within the curtilage and their interior, all fixtures and fittings and features which form part of the interior or exterior of that structure. The protection also extends to any features specified as being in the attendant grounds.





### **Purpose of Designation**

The effect of a protected structure status is to ensure that any changes or alterations to the character of a structure are carried out in such a way that the existing character is retained and enhanced. Therefore, works, which would, in the opinion of the Council, have material effect on the character of the structure, require planning permission.

### **Section 57 Declarations**

It is important to note that not all works to a Protected Structure will constitute material alterations. Under Section 57 of the Planning and Development Act, 2000, owners and occupiers may request a declaration from the planning authority as to the type of works which it considers would or would not materially affect the character of the structure.

### **Main Objectives**

#### **Record of Protected Structures**

- (1) The Council will compile and maintain a Record of Protected Structures and will include in the Record every structure or parts of such structures which, in the Planning Authority's opinion, is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest.

Protected Structures are shown on the Development Plan Maps 3 and 3.1 and listed in Table 17 of this written statement.

- (2) In the light of the publication of the National Inventory of Architectural Heritage (NIAH) and other relevant surveys, additions will be made to the RPS in a phased basis.

#### **Curtilage and Attendant Grounds of Protected Structures**

- (3) Protection extends not only to the protected structure itself but also to the structure that is of heritage value within the curtilage and to specified features within the attendant grounds of such structures. It is an objective of the Council to prohibit development within the curtilage of a protected structure where it would detract from the character of that structure.

#### **Extensions to Protected Structures**

- (4) It is often necessary to permit new extensions to a protected structure so as to adapt it to modern living or to make it economically viable. Proposals for new structures or extensions need careful consideration and it is an objective of the Council that new development should not have any adverse effects on the character of the structure.

#### **Change of Use of Protected Structures**

- (5) Sympathetic reuse and/or development of structures, including appropriate contemporary design additions near to protected structures, can allow our architectural heritage to continue to offer aesthetic, environmental and economic benefits for future generations. It is an objective of the Council to consider the appropriate change of use of a Protected Structure.

#### Retention and Re-use of Older Buildings which are not protected

- (6) The retention, rehabilitation and reuse of older buildings can play a pivotal role in the sustainable development of the county. Naas contains many older buildings and the Council recognises the contribution made by older buildings, both individually and collectively, to the unique character, heritage and identity of the town. The retention and reuse of older buildings can engender environmental benefits through the reduction in waste generated. To facilitate retention of older buildings, the Council will give consideration to the relaxation of car parking and other Development Control requirements in appropriate circumstances.

#### Upper Floor Use

- (7) Over recent years there has been increasing pressure for housing in County Kildare whilst the need for greater housing mix has also developed. Historic buildings often present an opportunity to provide accommodation in upper floors above ground floor shops and offices. Mixed uses also provide variety and vibrancy to an area whilst preventing a building from falling into dereliction. The Council will give consideration to the relaxation of car parking and other Development Control requirements in appropriate circumstances.

#### Traditional Fabric

- (8) Historic buildings comprise a range of construction materials which contribute to the character, colour, texture, and patina of age of a building and it is an objective of the Council to encourage the retention of original and early building fabric.

#### Protection of Non-Structural Elements

- (9) Many non-structural elements, such as historic gardens, stone walls, ditches and street furniture make a positive contribution to our built heritage and it is an objective of the



*A Protected Structure by the Grand Canal*

Council to protect such items. Carelessness and a lack of awareness can result in the loss of these elements. Non-structural elements can make an important contribution to the character of an area and help to create a distinctive sense of place. Such items include lamp standards, post boxes, milestones, waterpumps, paving, kerbing, paving, cobbles and setts, plaques, statues, other monuments and stone walls.

#### The Grand Canal

- (10) The Grand Canal makes a strong contribution to the character of Naas and it is an objective of the Council to protect the industrial architecture and bridges associated with the Canal.



### **Vernacular Architecture**

- (11) Vernacular architecture makes a strong contribution to the character of streetscapes and it is an objective of the council to protect vernacular architecture in Naas for the benefit of future generations.

### **Policy Statements**

#### **Record of Protected Structures**

- AH1** It is the policy of the Council to protect the architectural heritage of Naas and to include all structures considered to be of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest in the Record of Protected Structures.
- AH2** It is the policy of the Council, using the provisions of Part IV of the Planning & Development Acts 2000-2004, to endeavour to revise the Record of Protected Structures (RPS).

#### **Curtilage and Attendant Grounds of Protected Structures**

- AH3** It is the policy of the Council to protect the curtilage of protected structures or proposed protected structures from any works which would cause loss of or damage to the special character of the protected structure and loss of or damage to, any structures of heritage value within the curtilage of the protected structure.
- AH4** It is the policy of Naas Town Council to protect structures and features that are considered to be of heritage value which lie within the attendant grounds of a protected structure.

#### **Works to Protected Structures and Older Buildings**

- AH5** It is the policy of the Council to promote best practice and the use of skilled specialist practitioners in the conservation of, and any works to, protected structures.
- AH6** It is the policy of the Council to encourage high quality contemporary design in relation to planning applications that are made for the construction of extensions or new buildings affecting Protected Structures or older buildings of architectural merit not included in the RPS. The Council will not encourage pastiche design.

#### **Change of Use**

- AH 7** The Council will favourably consider the change of use of any structure included in the Record of Protected Structures provided such a change of use does not adversely impact on its intrinsic character.

- AH8** Naas Town Council actively encourages uses that are compatible with the character of protected structures. In certain cases, the Planning Authority may relax site-zoning restrictions in order to secure the protection and restoration of the structures. These restrictions, including site development standards, may be relaxed if the protected structure, its special interest, character and setting of the buildings, is protected and the use and development is consistent with conservation policies and the proper planning and development of the area.
- AH 9** It is the policy of the Council to promote the maintenance and appropriate reuse of older buildings of architectural, cultural, historic and aesthetic merit which make a positive contribution to the character, appearance and quality of local streetscapes and the sustainable development of the county. Any necessary works will be carried out in accordance with Best Conservation Practice.
- AH 10** It is the policy of the Council to encourage the use of upper floors provided such a change does not adversely impact on the intrinsic character of the structure.

#### **Traditional Fabric**

- AH 11** It is a policy of the Council to promote the retention of original or early building fabric including timber sash windows, stonework, brickwork, joinery, render and slate. Likewise the Council will encourage the re-instatement of historically correct traditional features.

#### **Fire Damage Affecting Protected Structures**

- AH 12** Where a Protected Structure has been damaged by fire, the retention of those elements that make it of special interest and which have survived, either in whole or in part, should be retained where this is practicable.

#### **Demolition of Protected Structures**

- AH 13** The Council will strongly resist the demolition of any Protected Structure, unless satisfied that exceptional circumstances exist. The demolition of a Protected Structure with the retention of its façade will likewise not generally be permitted. In all such cases the opinion of the DOEHLG and other relevant bodies will be sought.

#### **Recording**

- AH 14** It is the policy of the Council that all applications in relation to a Protected Structure should include an architectural heritage assessment report which should assess the implications of the development for the character of the structure and the area in which it is located.



#### **Protection of Non-Structural Elements**

AH 15 It is a policy of the Council to protect and retain important non-structural elements of the built heritage. These elements include historic gardens, stone walls, curtilage features and street furniture.

#### **The Grand Canal**

AH 16 It is the policy of the Council to protect and retain architecture associated with the Grand Canal and that works are carried out in accordance with Best Conservation Practice.

#### **Vernacular Architecture**

AH 17 It is the policy of the Council to resist the demolition of vernacular architecture of architectural, historical, cultural and aesthetic merit which, though not protected structures, make a positive contribution to the character, appearance and quality of local streetscapes and the sustainable development of Naas.

#### **Shopfronts**

AH 18 It is the policy of the Council to seek the repair and retention of traditional timber, rendered and/or tiled shop fronts and pub fronts, including those which may not be protected structures.

#### **Conservation Grants for Protected Structures**

AH 19 It is the policy of Naas Town Council to endeavour to strategically target conservation funding for specific priority projects.

#### **Guidelines for Planning Authorities**

AH 20 It is the policy of the Council that all proposed applications for Protected Structures will be assessed by taking into consideration the advice contained in Architectural Heritage Protection, Guidelines for Planning Authorities 2004.



Table 17 Record of Protected Structures (RPS)

| KCC Ref. | NIAH Ref. | Building Address                              | Townland   | Description  | OS 6" Map Ref. |
|----------|-----------|---|------------|--|----------------|
| NS19-001 | 11814128  | Saint David's Castle, Main Street North (Off) | Naas East  | Detached three-bay two- & three-storey fortified house, c.1730.  | 19             |
| NS19-002 | 11814125  | St. David's Church, Main Street North (Off)   | Naas East  | Detached four-bay double-height rubble stone Gothic Church of Ireland church, c.1830.  | 19             |
| NS19-003 | 11814052  | Our Lady and St. David RC Church, Sallins Rd  | Naas West  | Detached four-bay double-height Gothic-style Catholic church, built 1827.  | 19             |
| NS19-004 | 11814130  | Abbey Bridge                                  | Naas West  | Single-arch rubble stone hump back road bridge over canal, c.1780.   | 19             |
| NS19-005 | 11814126  | St. David's House, Main Street North (Off)    | Naas East  | Detached seven-bay three-storey former rectory, c.1820.  | 19             |
| NS19-006 | 11814054  | Presbyterian Church, Market Square.           | Naas East  | Detached four-bay double-height Presbyterian church, built 1868.   | 19             |
| NS19-007 | 11814029  | Court House, Main Street South                | Naas West  | Detached seven-bay two-storey Classical-style courthouse, built 1807.  | 19             |
| NS19-008 | 11814023  | Naas Court Hotel, Main Street South           | Naas West  | Detached five-bay three-storey former Royal Irish Constabulary barracks, c.1870.   | 19             |
| NS19-009 | 11814081  | Allied Irish Bank, 40-41 South Main Street    | Naas East  | Terraced four-bay three-storey Classical-style bank, c.1920.   | 19             |
| NS19-010 | 11814083  | Ulster Bank, 44 South Main Street             | Naas East  | Terraced four-bay three-storey Classical-style bank, dated 1891.   | 19             |
| NS19-011 | 11814070  | Almshouses, Dublin Rd                         | Naas East  | Detached five-bay single-storey former almshouse, dated 1919, on site of earlier almshouse, c.1590, with cut-stone date stone/plaques. | 19             |
| NS19-012 |           | Glenville Terrace, Dublin Rd                  | Kingsfurze | Cast-iron post box erected in wall.  | 19             |
| NS19-013 |           | North Moat, Abbey Street                      | Naas West  | Structure.   | 19             |
| NS19-014 |           | Burial Ground, Abbey St                       | Naas West  | Cemetery & Wall.   | 19             |
| NS19-015 | 11814053  | Mercy Convent, Sallins Rd                     | Naas West  | Detached seven-bay three-storey convent, c.1925.   | 19             |
| NS19-016 |           | Canal Stores, The Harbour (KYS)               | Naas West  | Building.  | 19             |
| NS19-017 |           | 'Butt Mullins', Poplar Sq                     | Naas East  | Possible Town Wall.  | 19             |
| NS19-018 | 11814060  | Hayden's, 6 Poplar Sq                         | Naas East  | Terraced three-bay two-storey house, c.1830.   | 19             |
| NS19-019 | 11901908  | Naas General Hospital, Cradockstown Rd        | Naas East  | Detached four-bay two-storey limestone built Gothic-style former hospital chapel, c.1860.  | 19             |



| KCC Ref. | NIAH Ref. | Building Address                                   | Townland  | Description  | OS 6" Map Ref. |
|----------|-----------|--|-----------|--|----------------|
| NS19-020 |           | Workhouse Memorial Pk.                             | Naas East | Graveyard/Park   | 19             |
| NS19-021 |           | St. Patrick's Place, Friary Rd.                    | Naas East | Building   | 19             |
| NS19-022 | 11814035  | Kavanagh's, 10 South Main Street                   | Naas West | Terraced five-bay two-storey house, c.1840   | 19             |
| NS19-023 | 11814110  | 36 South Main Street                               | Naas East | Pair of terraced single-bay two-storey houses with half-dormer attics dated 1903.                                    | 19             |
| NS19-024 | 11814033  | Todd's, Main Street South                          | Naas West | Building   | 19             |
| NS19-025 |           | Finian's Pub, New Row/ Fair Green                  | Naas West | Building   | 19             |
| NS19-026 |           | Christy's, New Row/ South Main Street              | Naas West | Building   | 19             |
| NS19-027 | 11814040  | Cupboard/ The Naas Photo Centre, South Main Street | Naas West | End-of-terrace four-bay three-storey building, c.1830  | 19             |
| NS19-028 |           | 56 South Main Street                               | Naas East | Building   | 19             |
| NS19-029 |           | St. David's National School, Dublin Rd             | Naas West | Building   | 19             |
| NS19-030 |           | 13 North Main Street                               | Naas West | Building   | 19             |
| NS19-031 | 11814026  | Leinster Leader, 18-20 Main Street South           | Naas West | End-of-terrace three-bay two-storey building, c.1870, and Attached four-bay two-storey double-pile building, c.1900. | 19             |
| NS19-032 | 11814024  | Gogarty's, 21-22 Main Street South                 | Naas West | Terraced three-bay three-storey house, c.1840 and Terraced two-bay three-storey house, c.1830.                       | 19             |
| NS19-033 | 11814088  | 48 Main Street South                               | Naas East | Terraced five-bay three-storey over part-raised basement house, c.1830.  | 19             |
| NS19-034 | 11814085  | 47 Main Street South                               | Naas East | Terraced four-bay three-storey Classical-style bank, dated 1891.   | 19             |
| NS19-035 |           | 52 Main Street South                               | Naas East | Building and shopfront.  | 19             |
| NS19-036 | 11814043  | Moat Hall, Abbey Street                            | Naas West | Detached four-bay two-storey rubble stone former school, c.1800.   | 19             |
| NS19-037 |           | Millbrook House, Millbrook                         | Naas East | Building   | 19             |
| NS19-038 |           | Watering Place, County Hospital                    | Naas East | Gate Water Feature   | 19             |
| NS19-039 | 11814091  | Parochial Houses, Sallins Rd.                      | Naas West | Attached three-bay two-storey presbytery, c.1890 and attached four-bay two-storey parochial house, c.1870.           | 19             |
| NS19-040 | 11901909  | Ballycane House, Craddockstown Rd.                 | Naas East | Detached three-bay single-storey house with half-dormer attic, dated 1912.   | 19             |

| KCC Ref. | NIAH Ref. | Building Address                          | Townland        | Description  | OS 6" Map Ref. |
|----------|-----------|---|-----------------|--|----------------|
| NS19-042 |           | Poplar Square                             | Naas West       | Post-box   | 19             |
| NS19-043 | 11814098  | St. Anne's, Poplar Square                 | Naas West       | End-of-terrace three-bay three-storey house, c.1840                      | 19             |
| NS19-044 |           | Station Master's House, Gleann na Gréinne | Naas East       | Building   | 19             |
| NS19-045 |           | 50 Main Street South                      | Naas East       | Building   | 19             |
| NS19-046 | 11814118  | Lawlor's Hotel, Poplar Sq                 | Naas East       | Terraced three-bay two-storey house, c.1830.                             | 19             |
| NS19-047 | 11814041  | Town Hall, Main Street North              | Naas West       | Detached seven-bay three-storey former gaol, built 1796.                 | 19             |
| NS19-049 |           | Cottage and St David's Main Street South  | Naas East       | Building   | 19             |
| NS19-050 |           | Wall between Fair Green and Lakelands     | Naas East       | Stone Wall   | 19             |
| NS19-051 | 11814030  | 17 Main Street South                      | Naas West       | Detached four-bay three-storey red brick house with dormer attic, c.1780 | 19             |
| NS19-052 | 11814037  | 6 Main Street South                       | Naas West       | Terraced four-bay two-storey building with half-dormer attic, c.1860     | 19             |
| NS19-053 |           | The Knocks, Oldtown Walled                | Oldtown         | Farmyard   | 19             |
| NS19-054 |           | Old Railway Goods Shed, Friary Lane       | Naas East       | Building   | 19             |
| NS19-055 |           | Five Houses, Gleann na Gréinne            | Naas East       | Buildings  | 19             |
| NS19-056 |           | Gortnagrena, Gleann na Gréinne            | Naas East       | Building   | 19             |
| NS19-057 | 11814051  | 5 Main Street North                       | Naas West       | End-of-terrace two-bay two-storey house, c.1880.                         | 19             |
| NS19-058 |           | Jigginstown Castle and environs           | Jigginstown     | Buildings and grounds  | 19             |
| NS19-059 | 11901903  | Limerick Bridge, Old Limerick Rd.         | Jigginstown     | Single-arch rubble stone hump back road bridge over canal, c.1800,       | 19             |
| NS19-060 | 11901906  | Jigginstown Bridge, Jigginstown           | Jigginstown     | Single-arch rubble stone hump back road bridge over canal, c.1800.       | 19             |
| NS19-061 | 11814129  | Ploopluck Bridge, Caragh Rd.              | Naas West       | Single-arch rubble stone hump back road bridge over canal, c.1780.       | 19             |
| NS19-062 |           | Tandy's Bridge, Oldtown Demesne           | Oldtown         | Bridge   | 19             |
| NS19-063 |           | St. Patrick's Well, Oldtown Demesne       | Oldtown Demesne | Well   | 19             |



| KCC Ref. | NIAH Ref. | Building Address                          | Townland        | Description  | OS 6" Map Ref. |
|----------|-----------|---|-----------------|--|----------------|
| NS19-068 |           | Church of Ireland                         | Kingsfurze      | Church, cemetery, gates, wall & lodge  | 19             |
| NS19-071 |           | County Council Offices, Craddockstown Rd. | Naas East       | Building   | 19             |
| NS19-072 |           | Oldtown House, Oldtown Demesne            | Oldtown Demesne | Building   | 19             |
| NS19-077 |           | The Turrets, Sallins Rd.                  | Oldtown Demesne | Structures   | 19             |
| NS19-079 |           | Castle Rag, Limerick Rd.                  | Jigginstown     | Tower House  | 19             |
| NS19-080 |           | Temple Caragh, Caragh Rd.                 | Newhall         | Church Remains   | 19             |
| NS19-084 |           | Spring Gardens, Sallins Rd.               | Naas West       | House and Walls  | 19             |
| NS19-085 |           | Knocks House, Oldtown                     | Oldtown         | House  | 19             |
| NS19-086 |           | Keredern, Oldtown                         | Oldtown         | Building   | 19             |
| NS19-087 |           | Leinster Grove, Osberstown                | Osberstown      | Building   | 19             |
| NS19-088 |           | Leinster Mills, Osberstown                | Osberstown      | Old Mills  | 19             |
| NS19-089 |           | Cave Rath, Tipper South                   | Tipper South    | Ringfort/Souterrain  | 19             |
| NS19-091 |           | Ringfort, Tipper South                    | Tipper South    | Ringfort   | 19             |
| NS19-092 |           | Decoy Hill, Osberstown                    | Osberstown      | Earthwork Site   | 19             |
| NS19-093 |           | Cemetery Mound, Poolpluck                 | Ploopluck       | Cemetery   | 19             |
| NS19-094 |           | Earthwork site, Oldtown Demesne           | Oldtown Demesne | Earthwork Site   | 19             |
| NS19-095 |           | Grove Villa, Monread Rd.                  | Monread South   | Building   | 19             |
| NS19-096 |           | Maudlins Farmhouse, Dublin Rd.            | Maudlings       | Building   | 19             |
| NS19-097 |           | Monread Farmhouse, Sallins Rd.            | Monread South   | Building   | 19             |
| NS19-098 |           | Monread House, Sallins Rd.                | Monread South   | Building   | 19             |
| NS19-099 |           | Lannreagh House, Sallins Rd.              | Naas West       | Building   | 19             |
| NS19-100 | 11814095  | The Firs, Sallins Rd.                     | Naas West       | Detached four-bay two-storey yellow brick house, c.1870.                         | 19             |
| NS19-101 | 11814094  | D'Arcy's, Sallins Rd.                     | Naas West       | Semi-detached three-bay two-storey house, c.1860.                                | 19             |
| NS19-102 | 11814093  | Titusville, Sallins Rd.                   | Naas West       | Semi-detached three-bay two-storey house, c.1860.                                | 19             |
| NS19-104 | 11814096  | St. Albans, Sallins Rd.                   | Naas West       | Detached three-bay single-storey over raised basement double-pile house, c.1820. | 19             |

| KCC Ref. | NIAH Ref. | Building Address                     | Townland              | Description OS 6"   | Map Ref. |
|----------|-----------|--------------------------------------|-----------------------|---|----------|
| NS19-105 |           | Melitta Cottage, Sallins Rd          | Naas West             | Building  | 19       |
| NS19-107 | 11814131  | Old Gas Works, Canal Bank, Naas West | Naas East             | Detached single-bay two-storey gable-fronted former gas works manager's dated 1865, rubble stone outbuilding and freestanding chimneystack. | 19       |
| NS19-108 |           | Three-corner House, Tandy's Bridge   | Naas West             | Building  | 19       |
| NS19-109 |           | Oak Lodge, Old Limerick Rd           | Naas West             | Building  | 19       |
| NS19-110 |           | Frayne's, Old Limerick Rd            | Jigginstown           | Building  | 19       |
| NS19-111 |           | Thatch House, Tigh na Ceard          | Naas West             | Building  | 19       |
| NS19-112 |           | Ploopluck House, Caragh Rd           | Ploopluck             | Building  | 19       |
| NS19-115 |           | Bluebell Farmhouse, Kilcullen Rd     | Bluebell              | Building  | 24       |
| NS19-116 |           | Craddockstown Lodge, Blessington Rd  | Craddockstown Demesne | Building  | 19       |
| NS19-117 |           | Greenawn Gowra, Tipper Rd            | Tipper West           | Building  | 19       |
| NS19-119 | 11814102  | Hill House, Tipper Rd                | Naas East             | Detached three-bay two-storey house, c.1890.  | 19       |
| NS19-120 |           | Gate Lodge, Dublin Rd                | Kingsfurze            | Building  | 19       |
| NS19-121 |           | Glenville Terrace, Dublin Rd         | Kingsfurze            | Building  | 19       |
| NS19-122 |           | Carraig Bán, Dublin Rd               | Kingsfurze            | Building  | 19       |
| NS19-123 |           | Sundays Well, Blessington Rd         | Naas East             | Holy Well   | 19       |
| NS19-124 |           | Lock-Keepers cottage, Abbey Bridge   | Ploopluck             | Building  | 19       |
| NS19-125 |           | Highland View Terrace, Kilcullen Rd  | Naas West             | Postbox in wall   | 19       |
| NS19-126 | 11814104  | Ard Caien, Tipper Rd                 | Naas East             | Postbox in wall   | 19       |
| NS19-127 | 11814001  | Naas Canal Hotel, Harbour View       | Naas West             | Detached five-bay two-storey former canal hotel, c.1800,  | 19       |
| NS19-128 | 11814002  | Harbour View                         | Naas West             | Detached six-bay two-storey house, c.1825,  | 19       |
| NS19-129 | 11814003  | Harbour View                         | Naas West             | Detached three-bay two-storey double-pile house, c.1850   | 19       |
| NS19-130 | 11814004  | The Grand Canal, Harbour View        | Naas West             | Canal harbour, c.1800   | 19       |



| KCC Ref. | NIAH Ref. | Building Address                                 | Townland  | Description   | OS 6" Map Ref. |
|----------|-----------|--|-----------|---|----------------|
| NS19-131 | 11814005  | Basin Street, Naas                               | Naas West | Detached three-bay two-storey former canal warehouse, c.1780.                             | 19             |
| NS19-132 | 11814006  | Naas West  | Naas West | Detached single-bay three-storey gable-fronted rubble stone warehouse with attic, c.1800. | 19             |
| NS19-133 | 11814008  | New Row  | Naas West | Pair of semi-detached three-bay single-storey cottages, c.1900.                           | 19             |
| NS19-141 | 11814017  | The Green  | Naas West | Terraced three-bay two-storey house, c.1890.  | 19             |
| NS19-142 | 11814018  | New Row  | Naas West | Terraced three-bay two-storey house, c.1870.  | 19             |
| NS19-143 | 11814019  | New Row  | Naas West | End-of-terrace three-bay two-storey house, c.1870.  | 19             |
| NS19-144 | 11814020  | The Manor Inn, Main Street South                 | Naas West | Terraced three-bay two-storey house, c.1900.  | 19             |
| NS19-145 | 11814021  | The Manor Inn, Main Street South                 | Naas West | Terraced two-bay three-storey house, c.1900.  | 19             |
| NS19-146 | 11814022  | Evita, Main Street South                         | Naas West | Terraced two-bay three-storey house, c.1900.  | 19             |
| NS19-147 | 11814023  | Hugh Statham, 22A South Main Street              | Naas West | Terraced two-bay three-storey house, c.1830.  | 19             |
| NS19-148 | 11814025  | The Leinster Leader, South Main Street           | Naas West | End-of-terrace three-bay two-storey building, c.1870.                                     | 19             |
| NS19-149 | 11814031  | Basin Street                                     | Naas West | Detached five-bay two-storey building, c.1900.  | 19             |
| NS19-150 | 11814032  | Basin Street                                     | Naas West | Group of five terraced three-bay single-storey red brick canal worker's cottages, c.1820. | 19             |
| NS19-151 | 11814036  | Spotless Cleaners/County Shop, South Main Street | Naas West | Terraced five-bay three-storey house, c.1820.   | 19             |
| NS19-152 | 11814038  | O'Hagan, South Main St                           | Naas West | Terraced four-bay two-storey house, c.1825.   | 19             |
| NS19-153 | 11814039  | Naas Post Office, South Main Street              | Naas West | Terraced four-bay three-storey building, c.1825.  | 19             |
| NS19-154 | 11814042  | M. O'Halloran, North Main Street                 | Naas West | Terraced three-bay three-storey house, c.1850.  | 19             |
| NS19-155 | 11814044  | Thomas Fletcher, 13 North Main Street            | Naas West | Terraced four-bay three-storey house, c.1840.   | 19             |
| NS19-156 | 11814045  | 'Menswear', North Main Street                    | Naas West | Terraced four-bay three-storey house, c.1840.   | 19             |
| NS19-157 | 11814046  | Mattimoe's, 10-11 North Main Street              | Naas West | Terraced three-bay two-storey building, c.1840.   | 19             |
| NS19-158 | 11814047  | North Main Street                                | Naas West | End-of-terrace three-bay three-storey double-pile red brick house, c.1845.                | 19             |



| KCC Ref. | NIAH Ref. | Building Address                             | Townland          | Description   | OS 6" Map Ref. |
|----------|-----------|--|-------------------|---|----------------|
| NS19-159 | 11814048  | Lanes, 7 North Main St                       | Naas West         | End-of-terrace two-bay two-storey house, c.1860.                            | 19             |
| NS19-160 | 11814049  | Top Twenty, North Main Street                | Naas West         | Terraced two-bay two-storey house, c.1880.                                  | 19             |
| NS19-161 | 11814050  | Clics, North Main Street                     | Naas West         | Terraced single-bay two-storey house, c.1880,                               | 19             |
| NS19-162 | 11814055  | Dara Cinema, North Main Street               | Naas West         | Detached five-bay two-storey International Modern-style cinema, built 1939. | 19             |
| NS19-163 | 11814056  | Khan Tandoori/ Olive's Cab, 35 North Main St | Naas East         | Terraced five-bay two-storey house, c.1830.                                 | 19             |
| NS19-164 | 11814057  | Nolans, Poplar Square                        | Naas East         | Terraced two-bay two-storey house, c.1830.                                  | 19             |
| NS19-165 | 11814058  | The Paddock, 2 Poplar Sq                     | Naas East         | Terraced four-bay two-storey house, c.1830.                                 | 19             |
| NS19-166 | 11814059  | Grainger's, Poplar Square                    | Naas East         | Terraced three-bay two-storey house, c.1830.                                | 19             |
| NS19-167 | 11814061  | 4 Victoria Terrace, Bladder Lane             | Naas West         | End-of-terrace two-bay two-storey red brick house, c.1890.                  | 19             |
| NS19-168 | 11814062  | 3 Victoria Terrace, Bladder Lane             | Naas West         | Terraced two-bay two-storey red brick house, c.1890.                        | 19             |
| NS19-169 | 11814063  | 2 Victoria Terrace, Bladder Lane             | Naas West         | Terraced two-bay two-storey red brick house, c.1890.                        | 19             |
| NS19-170 | 11814064  | 1 Victoria Terrace, Bladder Lane             | Naas West<br>Naas | End-of-terrace two-bay two-storey red brick house, c.1890.                  | 19             |
| NS19-171 | 11814065  | 2 Dublin Rd                                  | Naas East         | Terraced two-bay two-storey local authority house, c.1904-1930.             | 19             |
| NS19-172 | 11814066  | 3 Dublin Rd                                  | Naas East         | Terraced two-bay two-storey local authority house, c.1904-1930.             | 19             |
| NS19-173 | 11814067  | 4 Dublin Rd                                  | Naas East         | Terraced two-bay two-storey local authority house, c.1904-1930.             | 19             |
| NS19-174 | 11814068  | 5 Dublin Rd                                  | Naas East         | Terraced two-bay two-storey local authority house, c.1904-1930.             | 19             |
| NS19-175 | 11814069  | 6 Dublin Rd                                  | Naas East         | End-of-terrace two-bay two-storey local authority house, c.1930.            | 19             |
| NS19-176 | 11814071  | Dublin Rd                                    | Naas East         | Attached four-bay single-storey house, c.1820.                              | 19             |
| NS19-177 | 11814072  | The Fig Tree, Dublin Rd                      | Naas East         | Terraced three-bay single-storey house, c.1830.                             | 19             |
| NS19-178 | 11814074  | Foxes, South Main Street                     | Naas East         | Terraced three-bay two-storey house, c.1840.                                | 19             |
| NS19-179 | 11814075  | Jordan, 31 South Main Street                 | Naas East         | Terraced single-bay two-storey house, c.1840.                               | 19             |



| KCC Ref. | NIAH Ref. | Building Address                                 | Townland  | Description  | OS 6" Map Ref. |
|----------|-----------|--|-----------|--|----------------|
| NS19-180 | 11814076  | Shylocks, South Main St                          | Naas East | Terraced single-bay two-storey house, c.1840.                          | 19             |
| NS19-181 | 11814077  | Ivy Inn, South Main Street                       | Naas East | Terraced five-bay three-storey building, c.1860.                       | 19             |
| NS19-182 | 11814078  | Brown and McCann, 34 South Main Street           | Naas East | Terraced three-bay three-storey house, c.1855.                         | 19             |
| NS19-183 | 11814079  | 1 Dublin Road                                    | Naas East | End-of-terrace two-bay two-storey local authority house, c.1930.       | 19             |
| NS19-184 | 11814080  | Sarah Flood's, 1 South Main Street               | Naas East | End-of-terrace five-bay two-storey house, c.1850.                      | 19             |
| NS19-185 | 11814082  | Conroys/Nolans & Brophy, South Main Street       | Naas East | Terraced two-bay three-storey house, c.1870.                           | 19             |
| NS19-186 | 11814084  | The Forge Inn, 46 South Main Street              | Naas East | End-of-terrace two-bay three-storey house, c.1900.                     | 19             |
| NS19-187 | 11814086  | Material World, South Main Street                | Naas East | Terraced four-bay three-storey house, c.1890.                          | 19             |
| NS19-188 | 11814087  | 50 South Main Street                             | Naas East | Terraced four-bay two-storey house, c.1860.                            | 19             |
| NS19-189 | 11814089  | 2 Friary Road, John's Lane                       | Naas East | Semi-detached three-bay two-storey house, c.1850.                      | 19             |
| NS19-190 | 11814090  | Friary Road                                      | Naas East | Semi-detached three-bay two-storey house, c.1850.                      | 19             |
| NS19-191 | 11814097  | Beaufort House, Sallins Road                     | Naas West | End-of-terrace four-bay single-storey house with dormer attic, c.1900. | 19             |
| NS19-192 | 11814099  | McMahon Solicitors, Poplar Square, Dublin Rd.    | Naas West | Terraced two-bay two-storey house, c.1870.                             | 19             |
| NS19-193 | 11814100  | Dublin Road                                      | Naas West | Pair of terraced three-bay single-storey houses, c.1770.               | 19             |
| NS19-195 | 11814103  | Ard Caien, Tipper Road                           | Naas West | Detached six-bay two-storey double-pile red brick house, c.1910.       | 19             |
| NS19-196 | 11814105  | Avonbourne House, Dublin Road                    | Naas West | Semi-detached two-bay two-storey house, c.1910.                        | 19             |
| NS19-197 | 11814106  | Rosetta, Dublin Road                             | Naas West | Semi-detached two-bay two-storey house, c.1910.                        | 19             |
| NS19-198 | 11814107  | William McCormack, 37 South Main Street          | Naas East | Terraced three-bay three-storey house, c.1870.                         | 19             |
| NS19-199 | 11814108  | Blossom Court / Newsagents, 38 South Main Street | Naas East | Terraced three-bay three-storey house, c.1870.                         | 19             |
| NS19-200 | 11814109  | Gold Travel/Mobile Phone, South Main Street      | Naas East | Terraced three-bay three-storey house, c.1870.                         | 19             |
| NS19-201 | 11814111  | Naas Female National School, Off Sallins Road    | Naas West | Detached eight-bay two-storey school, dated 1900.                      | 19             |

| KCC Ref. | NIAH Ref. | Building Address   | Townland  | Description  | OS 6" Map Ref. |
|----------|-----------|--|-----------|--|----------------|
| NS19-202 | 11814112  | Saint Helen's Home,<br>Off Sallins Road                        | Naas West | Detached five-bay two-storey former laundry girls' home, c.1840.               | 19             |
| NS19-204 | 11814114  | Naas Parish Hall,<br>Off Sallins Road                          | Naas West | Attached four-bay two-storey parish hall, c.1810.                              | 19             |
| NS19-205 | 11814115  | Off Sallins Road   | Naas West | Graveyard with various wrought iron grave markers, c.1800-present.             | 19             |
| NS19-206 | 11814116  | Off Sallins Road   | Naas West | Attached three-bay three-storey rubble stone Gothic-style building, c.1820.    | 19             |
| NS19-207 | 11814117  | Saint Corban's Place,<br>Dublin Road                           | Naas East | Group of sixty-two terraced two-bay two-storey local authority houses, c.1940. | 19             |
| NS19-208 | 11814119  | Poplar Square  | Naas East | Terraced two-bay two-storey house, c.1905.                                     | 19             |
| NS19-209 | 11814120  | Poplar Square, Friary Rd                                       | Naas East | End-of-terrace two-bay two-storey house, c.1905.                               | 19             |
| NS19-210 | 11814121  | Friary Road  | Naas East | Detached two-bay two-storey gable-fronted Tudor-style house, c.1905.           | 19             |
| NS19-211 | 11814122  | Dublin Road  | Naas East | Semi-detached three-bay two-storey International Modern-style house, c.1940.   | 19             |
| NS19-212 | 11814123  | Dublin Road  | Naas East | Semi-detached three-bay two-storey International Modern-style house, c.1940.   | 19             |
| NS19-213 | 11814132  | Naas East  | Naas East | Canal lock, c.1800.  | 19             |
| NS19-214 | 11814133  | Naas East  | Naas East | Canal lock, c.1800.  | 19             |
| NS19-215 | 11814134  | Naas Cotton Mills,<br>Off Limerick Road                        | Naas East | Freestanding chimney, c.1930.  | 19             |
| NS19-216 |           | Friars House<br>Mill Lane (to include iron gates at entrance). | Naas West | House.   | 19             |

## 8.6 Architectural Conservation Areas

### Background

The Planning and Development Acts 2000-2004 provides that all Development Plans must now include objectives for preserving the character of Architectural Conservation Areas (ACAs).

An Architectural Conservation Area is a place, areas, groups of structures or townscape of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest, or which contribute to the appreciation of protected structures, in a planning authority's functional area.



Including a structure in the Register of Protected Structures ensures that the whole building including the interior and curtilage is protected. However, where it is inappropriate to protect the interior of a prominent structure, or group of structures whose exterior appearances make a contribution to the character of an area, consideration can be given to establishing an Architectural Conservation Area. This designation recognises the value of groups of buildings and settings and allows them to be treated as a whole. ACAs can cover small groups of buildings or extend over sections of a town. ACAs safeguard our architectural heritage for the enjoyment of and benefit of future generations and ensures that any new development pays respect to or enhances this character.

Designation of a conservation area does not place a ban upon all new development within its boundaries. However, new development will normally only be granted planning permission if it can be demonstrated that it will not harm the character or appearance of the area. Architectural Conservation Areas provide an opportunity to build upon an existing character by establishing a high standard of urban design. A distinctive sense of place can be created through street lighting, street furniture, paving, signage, and by encouraging Best Conservation Practice in the repair and maintenance of historic buildings, and also by insisting on high design standards for new developments. The establishment of Architectural Conservation Areas provides a means of improving the built environment, which in turn can be beneficial for tourism and the viability of an area.

#### **Goal**

It is an objective of the Council to protect the special character of an Architectural Conservation Area and that future development will enhance this character and contribute to the creation of a distinctive sense of place.

#### **Objectives**

- (1) To conserve, restore and rehabilitate the existing building stock in the area.
- (2) Ensure that all proposed developments are carried out in a manner sympathetic to the special character of the area.
- (3) To ensure a high standard of urban design within Architectural Conservation Areas.

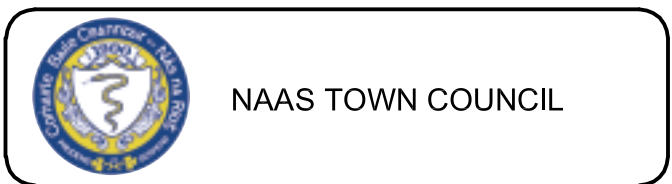
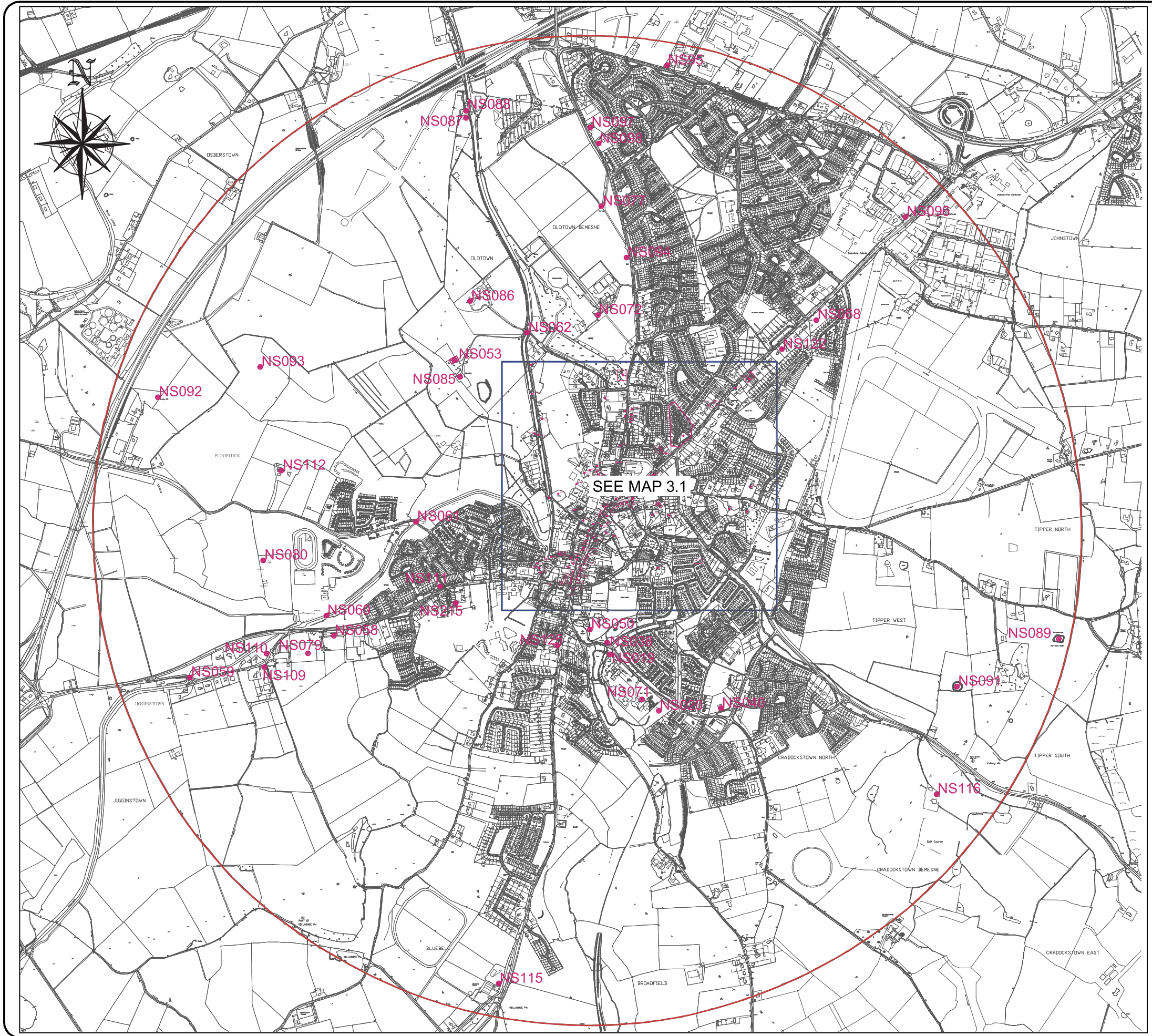
#### **Policy Statement**

**AC1** A pilot Architectural Conservation Area for County Kildare has been designated in Naas and a boundary has been established for this area (Map 4). Details regarding the Architectural Conservation Area are set out in the following pages.

**AC2** It is proposed that an Architectural Conservation Area will be designated for the Grand Canal in Naas. Details regarding the proposed Architectural Conservation Area are set out in the following pages.

**AC3** It is the policy of the Council to complete a comprehensive inventory of the structures and features within all ACAs and to issue guidance leaflets. This will define the character of the ACA and include policies for its protection, including development parameters for the construction of new structures.





NAAS TOWN DEVELOPMENT PLAN 2005-2011

**LEGEND**

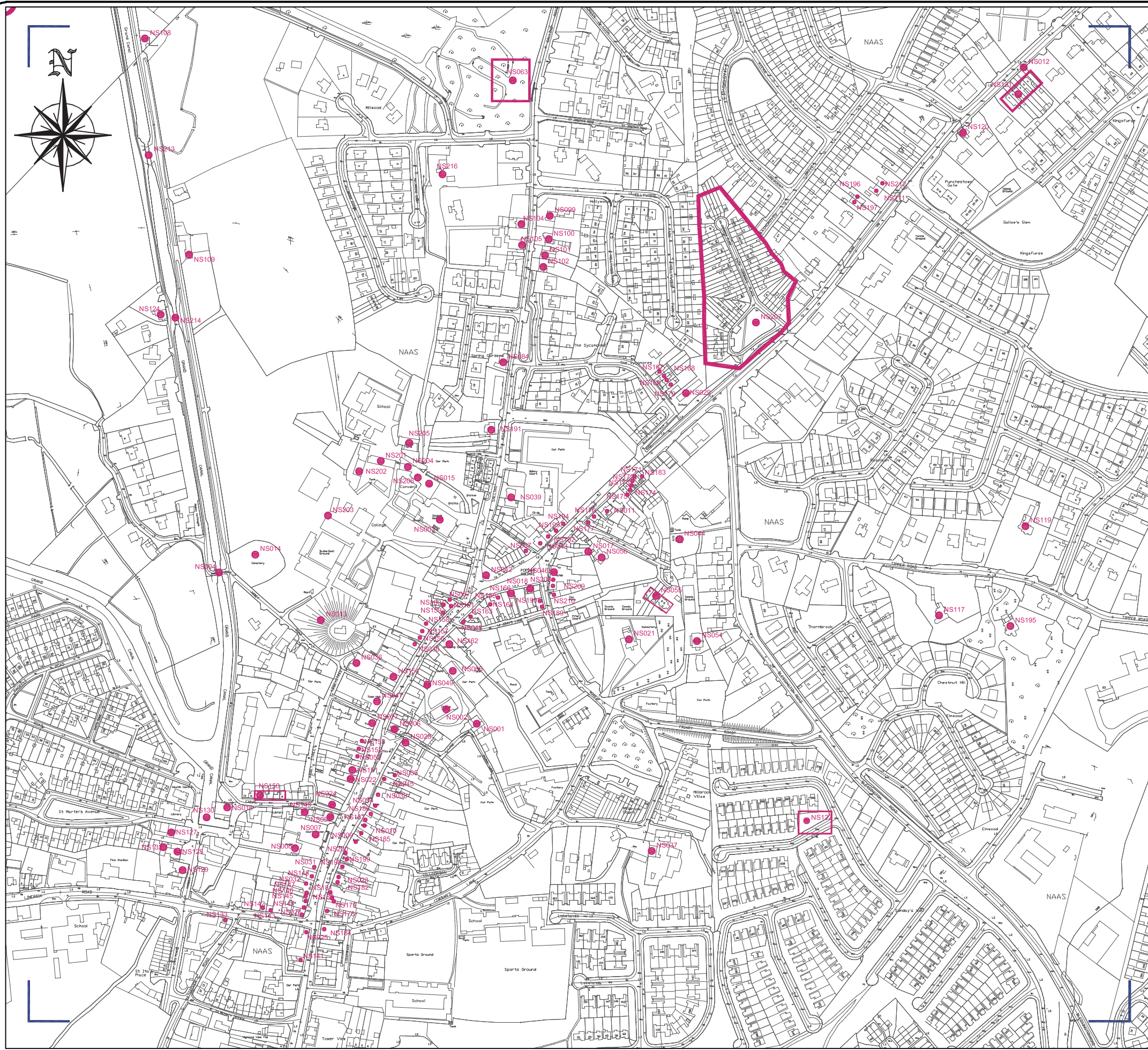
- Protected Structure
- Town Boundary

**PROTECTED STRUCTURES**

|   |                         |
|---|-------------------------|
| Scale: N.T.S.   | Map Ref.: 3             |
| Date: June 2005   | Drawing No.: 200/05/188 |
| © Ordnance Survey Ireland. All rights reserved. Licence No.: 2004/07CCMA (Kildare County Council) |                         |

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE WRITTEN STATEMENT





NAAS TOWN COUNCIL

NAAS TOWN DEVELOPMENT PLAN 2005-2011

LEGEND

- Protected Structure
- Group of Protected Structures



PROTECTED STRUCTURES, NAAS TOWN CENTRE

Scale: N.T.S.

Map Ref.: 3-1

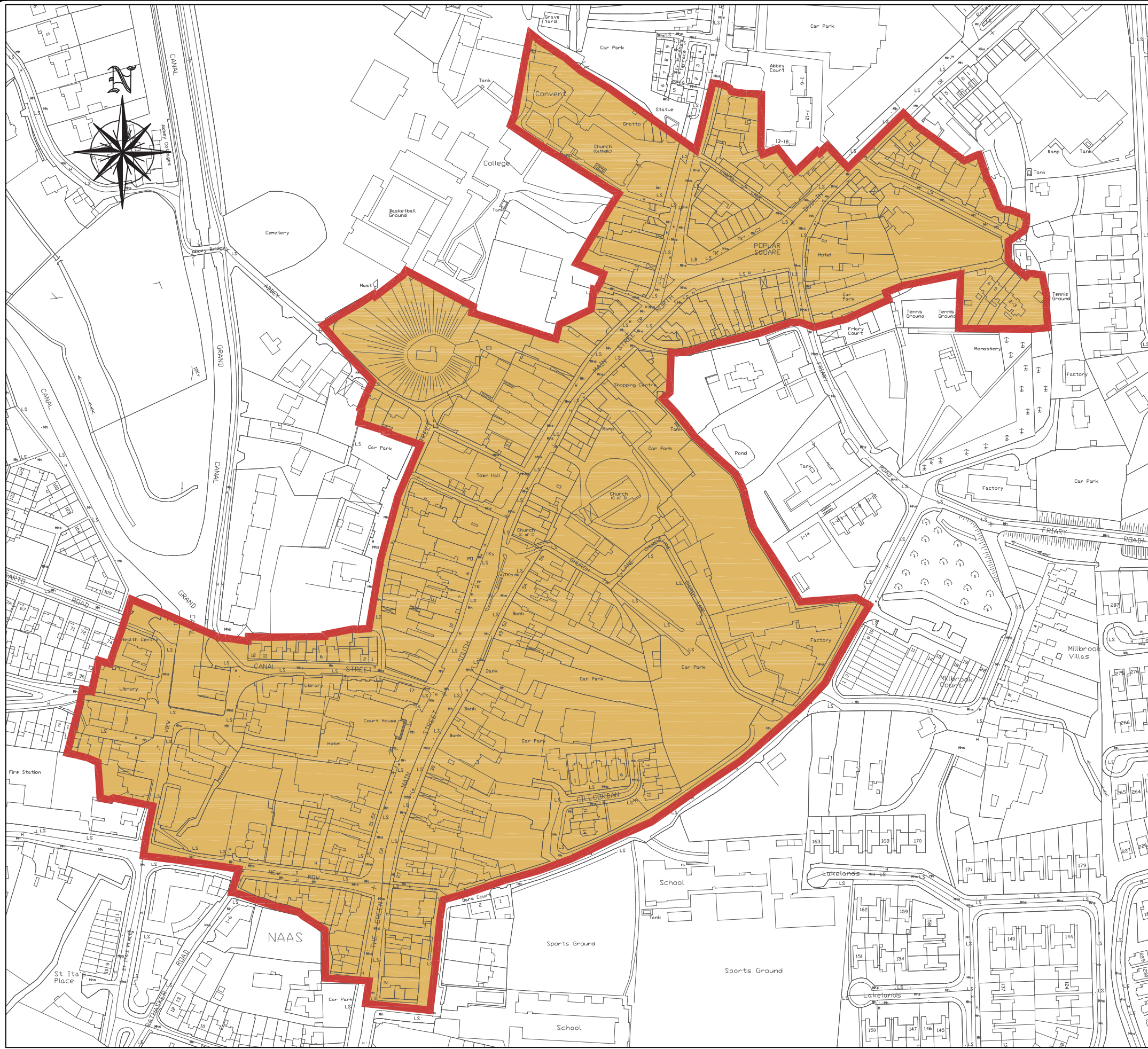
Date: June 2005

Drawing No.: 200/05/189

© Ordnance Survey Ireland.  
All rights reserved.  
Licence No.: 2004/07CCMA  
(Kildare County Council)

THIS DRAWING IS TO BE READ IN  
CONJUNCTION WITH THE WRITTEN STATEMENT






NAAS TOWN COUNCIL

NAAS TOWN DEVELOPMENT PLAN 2005-2011

LEGEND

 Architectural Conservation Area



ARCHITECTURAL CONSERVATION AREA

Scale: N.T.S.

Map Ref.: 4

Date: June 2005

Drawing No.: 200/05/190

© Ordnance Survey Ireland.  
All rights reserved.  
Licence No.: 2004/07CCMA  
(Kildare County Council)

THIS DRAWING IS TO BE READ IN  
CONJUNCTION WITH THE WRITTEN STATEMENT

## 8.7 Proposed Architectural Conservation Area for Naas Town

### Introduction

It is the intention of Naas Town Council to make an Architectural Conservation Area for the historic centre of Naas in accordance with the requirements of Section 81 of the Local Government (Planning and Development) Acts 2000-2004.

The extent of the Architectural Conservation Area is as indicated on the enclosed map (Map 4) and generally is as follows:

- It extends from the Dublin Road, Poplar Square through Main Street North, Main Street South, extending to the Moat, Abbey Street, the Canal Harbour, New Row, Corban's Lane, Mill Race, John's Lane.

Essentially it is the historic heart of Naas and conforms generally with the built up area as indicated on the Ordnance Survey Map 1840 (right).

The Architectural Conservation Area generally coincides with the archaeological zone (Map No.2-1)

The historic centre of Naas is of high architectural and civic quality. It comprises a variety of elements including the varying forms of the civic spaces - Poplar Square, North Main Street, South Main Street; historic elements of St. David's Church, the Moat, Canal; architectural quality of the buildings, the mixture of land uses; the rhythm of the street buildings as they follow the lines of the local topography, which gently rises and falls over the drumlin centred on St. David's. This quality is strengthened by the strong roof profiles, added to, in many cases, by chimney stacks, all which makes significant visual statements along the street.

Despite the significant growth of Naas in recent years, the town centre has generally retained its compact form and essential architectural civic qualities. The historic building structures and plots have generally been retained and there are relatively few areas of dereliction or under use. The general arrangement of buildings and civic spaces is still as indicated on the 1840s Ordnance Survey Map. There have been relatively few demolitions and rebuilds. Therefore, the primacy of the historic structures is still clearly evident.





There are, however, issues to be tackled principally those of traffic and parking, which, at present, dilute the quality of the civic spaces - the clutter of signs, poles and overhead wires; indiscriminate replacement of windows, chimneys and other architectural elements. It should be remembered that the architectural and civic quality of an area can, over time, be eroded, not necessarily through major schemes, but through small incidental changes which, at present, do not form part of the planning process. This is one of the main reasons for Architectural Conservation Areas. It allows the Planning Authority to define character, provide guidelines for building standards and architectural quality, against which all future proposals can be assessed.



*View of Main Street North from Poplar Square*

### **Civic Spaces**

One of the most distinctive aspects of Naas Historic Centre is the variety and quality of its civic spaces; the manner in which they influence the overall character



*Main Street South*

**Poplar Square:** This is a pleasant triangular shaped space formed by two/three storey buildings, which extend gradually up the rising hill into North Main Street. Most of the buildings are part of the historic stock with narrow frontages and long individual plots at the rear. The modern development at the junction of the Sallins and Dublin Roads contributes little to the character of the space. Its overall bulk and shape is out of character with the buildings generally in the centre. The roof profile of the new "Moat Theatre" intrudes into the view of North Main Street from Poplar Square. The declaration of an Architectural Conservation Area should help to avoid such problems in the future.

**North Main Street:** This is a gently rising and curving street and the rhythms of the individual buildings with their varying roof shapes and dramatically outlined chimneys make a major contribution on the townscape quality of Naas. It descends down into the wider and more spacious area of South Main Street.

**South Main Street:** This street is the heart of the town. It contains many important buildings - Courthouse, Banks, Churches, etc. There is a great variety of buildings from the early 19th to the early 20th century, many with a distinctive visual expression, all joined together to form an impressive civic space. It widens and narrows in a pleasant way approaching New Road and Corban's Lane. Looking northwards: The Presbyterian Church and St. David's Castle act as punctuation elements and lead into the narrower North Main Street, with varying and distinctive views and character from the same space.

**Back roads:** - Corban's Lane, Abbey Street, John's Lane, Friary Road, contribute to the character of Naas, defining the outlines of the historic centre and providing access to the properties along the Main Streets.

**Historic Areas:** St. David's: Church, Castle and ancillary grounds, houses are historic elements of great significance. The relationship of the buildings, landscaping, walled gardens, laneways with their cobbled surfaces and stone walls, is of particular importance and they also provide an architectural contrast with the bustle of the nearby Main Streets, with their more formal street facades.

**Canal:** The canal harbour and canal, recently restored, is an important historic and amenity element and its open nature is a pleasant contrast with the more compact urban grain in the Main Streets.

**Moat:** The Moat is an important historic structure visually interesting, but its links with the Main Streets could be strengthened.

**Buildings:** There is a variety of building type ranging from



*Church Lane with st. David's Castle*



*st. David's Church*



*The Canal Harbour & canal*



*The Moat*



small single storey houses to shops and offices, public buildings, new housing. The most common historic building material is stone, plastered and painted, with steeply profile slated roofs, a variety of chimney types, timber windows and shop fronts. The more important buildings have been constructed in brick and stone, the predominant stone being granite, and occasionally coursed limestone with granite details.

Here and there throughout the centre there are stone kerbings, flagstones and posts and other historic features. In the context of civic improvements, such elements could be retained in situ or salvaged and reused in an appropriate fashion elsewhere in the town centre.

**Protected Structures:** There are a number of Protected Structures within the Architectural Conservation Area. These buildings are now afforded stronger protection under Section 58 of the Local Government (Planning and Development) Acts 2000-2004. This protection extends to the interior and curtilage of the buildings and expressly forbids demolition except in “exceptional circumstances”. Generally they are all included in the National Inventory of the Architectural Heritage for County Kildare (NIAH published 2002).





### General Policies

In the Architectural Conservation Area planning permission will be required for any works to the exterior of the building where those works would materially affect its character or the character of the area as described above.

- It will be the general policy to protect, conserve and improve, where appropriate, the existing architectural and civic character of the area.
- To protect the views and prospects of the historic centre from adjacent areas such as the canal, town centre extension, approach roads where applicable.
- To protect the views within the town centre in particular along the main streets.
- In consultation with owners/occupiers, stakeholders generally, to devise and implement policies for the protection and improvement of the existing character. These will relate, in particular, to the exterior and general layout of properties and the manner in which they contribute, or they affect the overall character of the historic centre.
- It will be the general policy to retain the existing buildings along the main streets whether a Protected Structure or not. Where proposals for replacement are proposed, replacement should have regard to the grain and character of the adjacent buildings. It could be contemporary in style while respecting the scale and character of the adjacent area. Any building to be demolished should be fully recorded.
- It will be the policy to improve the quality of the existing public spaces and to enhance and emphasise the visual qualities of the main civic spaces. This will involve the gradual pedestrianisation of these spaces through reduction of traffic, removal of parking, widening of footpaths, removal of unnecessary visual clutter - signs, poles, wires; ensuring a high standard of street furniture - signage, advertising, seats, lighting, paving, etc.



### Significance

In the context of the proposed future growth of Naas, the architectural and civic quality of the historic town centre assumes a great significance.

- It has retained in large measure its distinctive, physical form, with most of the original 19th and 20th century street buildings still intact.
- Its civic spaces, including Poplar Square, North and South Main Street, are of exceptionally high quality. They have potential for further improvement.
- Its historic areas - St. David's, Canal and Moat, are neatly grafted into the overall physical form.
- It contains individual buildings of architectural character and importance, e.g. St. David's, Courthouse, St. Mary's, Town Hall, Banks, etc.
- As Naas develops into an important urban node within the Greater Dublin Region, its historic centre with its architectural, civic and cultural qualities, retained and improved, will be one of its greatest assets and a source of pride to its local community.



## 8.8 Grand Canal Proposed Architectural Conservation Area

### Grand Canal- Area of Special Character

#### Introduction

The Sallins/Naas section of the Grand Canal was extended to Naas, circa 1786. The canal played an important part in the commercial and social life of Naas in the late 18th and early 19th centuries. The development of the railways affected the commercial viability of the canal at Naas as it did in other parts of the country. Commercial trade ceased and eventually the Naas branch was closed in 1961. The waterway became derelict and for many years the canal harbour was an eyesore in the town and was frequently referred to in assessments of the Tidy Towns Competition when other parts of the town were performing well.

As a result of the growing importance in the tourist and recreational phase, the canal was restored and reopened in 1997. It is now an important amenity feature within the growing urban area of Naas, the Canal walk is one of the most popular walking routes in Naas.



The building of the canals was one of the great infrastructural works of the 18th century. They were built to extremely high architectural standards - locks, bridges, canal buildings, ranging from lockkeepers' cottages to hotels, warehouses. They are among the important features of local vernacular architecture wherever the canals traverse. The Sallins/Naas branch is laid out and built to a high standard. It traverses areas of parkland; then being planted in the context of the estate development of the late 18th century, The landscaping of the canal became an integral part of the landscaping of the important estates of Kilderin, Millbank and Oldtown. These features remain today and provide an extremely important amenity resource in the context of the future development of Naas.

The canal was extended beyond the harbour to Corbally Harbour. This section, at present, is unused. It covers the flat countryside with relatively little planting but with the conservation of Jigginstown and the expansion of Naas, it now becomes an important amenity and recreational asset.



In recent times new housing in the form of single storey detached houses was developed west of the Abbey Bridge.

The “Millennium Business Park” is now being developed between the canal and the Naas motorway (M7).

### Context

The entire section of the canal from the harbour to the Town Boundary and to Corbally Bridge is deserving of a special protection in the context of the Development Plan Review.

The main elements of architectural engineering and landscape importance are:

- Canal Works - harbour buildings, bridges, locks and miscellaneous elements of canal side structures.
- Setting of the canal including the tree-lined walks, pedestrian ways, local roads, relationship with the wooded areas of Kilderin, Millbank and Oldtown.
- Views along the canal from the harbour to the bridge and locks in both directions.
- Views of the town centre profile from the canal, including church spires, dark slated roofs and the high profile of the chimneys.

In this regard the bulky flatish profile of the Telephone Exchange seriously disrupts the town centre profile and in future developments should be more sensitive to the character of the Canal.



### Future Policies

It will be a policy of the Town Council :

- To protect and improve, where appropriate, the existing architectural and engineering elements of the canal, including the bridges, locks, buildings, etc. Where new works are to be carried out, they should be implemented in accordance with appropriate conservation guidelines.

- To protect the natural setting of the canal, including the existing landscaping and, in particular, the areas of open lands on both sides of the canal and between the Abbey Bridge and the town boundary. No major developments should be allowed which would have a visual impact on the existing setting of the canal. The existing and new, mostly housing, developments to the east of the canal should be screened as necessary with an appropriate plan landscaping scheme. Final determination would be made in the context of a proposal to change or an extension to an existing use.



- Any new structures on the canal, i.e. connections with the town centre expansion area, the LAP and the Millennium Park, should be carried out to the highest architectural and engineering standards and with a minimum impact on the existing quality of the canal. However, such structures could be contemporary in design and construction and need not try to copy the 18th century designs.
- The walks along the canal, towards Corbally Harbour, should be improved and extended in conjunction with new developments which may take place.
- Vehicular traffic should be discouraged and eventually phased out over time.
- The architectural and historic importance and its future potential of the stretch between Abbey Bridge and Canal Harbour will be taken into account, when the Local Area Plan for the Canal Harbour is being prepared.

#### Significance of the Grand Canal

- The Grand Canal (Sallins, Naas, Corbally section) is an extremely important amenity, recreational, architectural, engineering resource in the context of the future development of Naas.
- It is a valuable and rare historic resource, regarding the development of Naas.
- It presents a calm and peaceful context in what is practically the centre of a busy commercial town.







- The stretch between Abbey Bridge and Canal Harbour, has potential to be imaginatively integrated with the new Local Area Plan for the proposed town centre extension.

#### **Further Work**

It will be the intention of Naas Town Council to prepare and approve an Architectural Conservation Area for the Grand Canal, in accordance with the requirements of Section 81 of the Local Government (Planning and Development) Acts 2000-2004, from Abbey Bridge northwards to the town boundary.

It will be the intention of Naas Town Council to continue work on the Architectural Conservation Area and formally adopt it during the early phases of the Development Plan. This will involve, in addition to the work presently completed:-

- (a) Preparing an inventory of all the structures and buildings in the area. This will complement those buildings already included in the National Inventory of Architectural Heritage (2002).
- (b) Prepare a report and information booklet regarding exempt development and development control to protect the areas character.
- (c) Consult with owners, occupiers, residents, special interest groups, etc., regarding the aims and objectives, and how they can contribute to their implementation.

### **8.9 The Rural Environment**

#### **Policy Statements**

- RE 1 To preserve and promote respect for the rural culture, heritage and environment through the sustainable use of natural resources for tourism, economic and social development. Developments which have an undue negative effect on the environment will be discouraged.
- RE 2 To support and encourage the development of environmentally friendly rural economic activities including development of green farming practices, organic farming enterprises, biomass, plant nurseries and recycling and/or treatment of domestic and farm waste.

#### **8.9.1 Environment**

#### **Policy Statements**

- EN 1 To encourage the provision of recycling facilities (i.e. bottle banks, bring centres etc.) in close proximity to the site of higher density and large scale residential developments to facilitate domestic recycling initiatives.
- EN 2 To promote and facilitate communities becoming involved in environmental awareness activities and community-based recycling initiatives or environmental management initiatives which will lead to local sustainable waste management practices.





Naas Town Council

NAAS TOWN DEVELOPMENT PLAN  
2005-2011

Green Belt / Future Park

Aerial Photographic Map

Scale: N.T.S.

Map Ref.: 4-1

Date: June 2005

Drawing No.: 200/05/191

© Ordnance Survey, Ireland.  
All rights reserved.  
Licence No.: 2004/07CMA  
(Kilmore County Council)

THIS DRAWING IS TO BE READ IN  
CONJUNCTION WITH THE WRITTEN STATEMENT



## 8.10 Amenity Schemes/Parks

### Policy Statements

- AS 1 To facilitate and develop a hierarchy of open spaces and parks throughout the town to provide greater opportunities for recreation and amenity.
- AS 2 To encourage and promote the provision of pedestrian and cycle routes and networks linking parks and open spaces to residential developments so as to facilitate recreation and amenity activity, where feasible.
- AS3 To encourage the development of wildlife areas and corridors, particularly in the context of educational, recreational and amenity areas.
- AS4 To encourage and promote the development of water courses/features as an amenity feature in future development. Where there is an existing watercourse on site, the Council will seek to retain and enhance such features as part of the overall development.

## 8.11 Tourism and Recreation

### Background

Tourism is one of the growth sectors in our economy. Naas is rich in natural beauty, cultural heritage and archaeology. However it faces many challenges at present due to development pressure. The Council recognises that tourism development can make an important contribution to the economy of the county and town. The highly attractive nature of Kildare's natural and physical environment and the richness of its cultural heritage and archaeology and its highly accessible location close to the Dublin metropolitan area makes Kildare the first choice as a place to live, work and do business.

### Goal

To promote, protect, improve, encourage and facilitate the development of tourism and recreational facilities in the town in a manner that is sustainable and within the financial resources of the council. This will be done in co-operation with state agencies, the private tourism sector, community groups and other interested parties.

### Objectives

- (1) To work with relevant agencies and bodies, namely Fáilte Ireland, Midland East Regional Tourism Authority, County Kildare Fáilte and the Kildare Tourism Strategy Group in the development and improvement of tourism infrastructure and facilities in the county
- (2) To promote the development of tourism trails and regions within the town and with adjoining towns so as to provide coherent and integrated tourism products
- (3) To encourage the development of rural tourism activities such as waterways activities, agri-tourism, green/eco-tourism, farm foods, local and other rural craft type activities so as to diversify the tourism product and promote rural development



- (4) To promote the development of walking routes along the canal in co-operation with Waterways Ireland, National Parks and Wildlife Service of the DoELGH, Coillte and local communities.
- (5) To work with relevant agencies, bodies and key stakeholders to reinstate the Naas to Corbally Harbour branch of the Grand Canal as a navigable route over the period of the plan.

#### **Policy Statements**

- TR 1 To improve roads and to provide adequate car parking facilities and access in scenic areas.
- TR 2 To improve existing amenity and viewing areas and to facilitate the provision of additional areas where necessary.
- TR 3 To encourage the development of the tourism industry by the provision and extension of existing amenities in co-operation with the appropriate statutory agencies, private tourism sector and community groups.
- TR 4 To promote Kildare's cultural, literary, historical, and archaeological heritage.
- TR 5 To protect the amenities of the town from insensitive or inappropriate development particularly any development which threatens the tourism resources of the town.
- TR 6 To encourage the redevelopment and refurbishment of existing derelict dwellings and outbuildings in a sensitive manner for use in connection with an agri-tourism business.
- TR 7 To restrict the signposting of tourism facilities and tourist attractions to standardised directional signs on the roadside margin. Such signs require a licence and shall be sized and colour coded in accordance with the DoE Memorandum, 'Criteria for the Provision of Tourist Attraction and accommodation signs' 1998.
- TR 8 To encourage tourism related proposals under farm diversification.
- TR 9 To seek to ensure the conservation of the heritage and landscape of Kildare and in particular areas of High Amenity and Sensitive Landscapes.
- TR 10 The Council shall advise and assist local community groups and individuals including the Tidy Towns competition which make the town and neighbourhoods more attractive.
- TR 11 All tourism related development shall be subject to the protection of the factors which make the area attractive to tourists in the first place.
- TR 12 The council will establish a system to monitor the progress of the policy objectives relating to heritage in the plan, including the use of indicators.

### 8.11.1 Amenity

Naas is fortunate in having a town centre of strong architectural quality with a substantial number of buildings of architectural and historic interest both on the Main Street and spread over the Town Council area. The existence of the Grand Canal Harbour, lakelands and some well-landscaped stud farms means that Naas is rich in areas of environmental, historical and natural interest.

The amenities of Naas are varied and extensive and continue to expand. They include major areas of open space, a wide variety of buildings of historic interest, a good selection of sporting facilities, a town centre of strong architectural character and a range of institutional buildings and open spaces generally well landscaped and laid out which all helps to create an impression of space and peace in what is essentially a very busy town. Naas also has a number of large well-landscaped stud farms and one of the three racecourses in the County.

Sporting facilities include GAA, soccer, rugby, hockey, tennis, athletics and canoeing. The Town Hall, the Moat Hall, the GAA Hall, the tennis clubhouse and the renovated Canal Stores provide for varied social activities. On the Caragh Road, 25 acres of Council land have been developed for athletics, hockey and soccer.

#### Policy Statements

- AM 1 To encourage the provision of improved and more varied social, cultural, recreational and sporting facilities to serve the needs of the town;
- AM 2 To co-operate with local groups and encourage the provision of new recreational and social facilities, as and when required;
- AM 3 To provide for and encourage the development of health and other community facilities in conjunction with the relevant statutory and voluntary agencies;
- AM 4 To provide sufficient open space for both passive and active recreation to serve the needs of the town's existing and future population and located so as to be convenient to residential areas and readily accessible from them.



*Tandys Bridge  
on the Canal*

### 8.11.2 Canal

Measures will be taken to ensure that the integrity of canal corridor and greenbelt is not disrupted or affected by development and wherever possible efforts shall be made to improve the landscape quality of these landscape features.





### **Policy Statements**

- CA 1 To preserve views and prospects;
- CA 2 To preserve woods, trees and other flora by the use of Tree Preservation Orders and other measures and initiatives;
- CA 3 To protect the amenity of the Grand Canal spur and environs and to promote and encourage its use and development for recreation and tourism related purposes where consistent with this protection;
- CA 4 To protect and improve all existing rights-of-way and to create further rights-of-way where necessary or appropriate.
- CA 5 To acquire the Oldtown Woods and Lakes, in order to create a town park and nature reserve connected with the canal.
- CA 6 To preserve views and to ensure that further development does not disrupt available vistas or impact on the landscape quality and scenic value of the canal corridor.
- CA 7 To preserve the visual amenity value of the designated viewpoints and protect the landscape vulnerability and quality of the canal corridor, through restricting further development on the shores of the canal that could present a disproportionate or negative visual effect or disrupt the vistas available.
- CA 8 To ensure that further development along the canal shores does not disproportionately affect the quality of the available views.
- CA 9 To preserve and enhance the scenic amenity of the canals by restricting development along the canal bank and ensuring that illegal dumping is controlled, since these could affect the quality of the vistas available from designated views.
- CA 10 To ensure that further development along the canal bank does not affect the quality of both the scenic viewpoint and the waterway's amenity.
- CA 11 To ensure that any further urban development does not disrupt or affect the views available from designated views.
- CA 12 To curtail any further development along the canal bank that could cumulatively affect the quality of a designated view.

#### **8.11.3 Littering**

The Council recognises the importance of protecting the streets and roadside from indiscriminate dumping and bill-posting and in keeping the environment in general, free from litter. The Council will continue to carry out its statutory function in relation to the Litter Pollution Act 1997.



**chapter 9**

# rural development & agricultural practice

### 9.1 Background

The past decade has seen a fundamental change in the structure and nature of rural Ireland. Increased employment in towns and cities has left an ageing population in rural areas and has increased commuting thus creating dormitory towns and villages. Increasing house prices mean that homebuyers must purchase homes at a distance from their birthplace causing the fragmentation of family and social ties, a factor affecting both urban and rural areas. Urban generated one-off rural housing has also increased and is unsustainable in terms of the delivery of infrastructural and social services. On the other hand however, excessive restrictions on house building in the countryside can result in social stagnation within rural communities.

It is in this context, and recognising the dependent inter-relationship between the urban and rural areas of Naas, that the policies in this section are set. Key elements for the development of a sustainable rural community around Naas is the provision of quality economic, physical, environmental and social infrastructure. In recognition of this and of the rural development section of the 'Kildare 2012' Strategy, Kildare County Council policy for integrated rural development is as follows;

### 9.2 Economic Development in Rural Areas

#### Policy Statements

- EDR 1 To support the creation of local employment opportunities in local areas as set out in the economic strategy of this Plan.
- EDR 2 To encourage rural enterprise that facilitates the transition from full to part time farming involving locally based employment, both farming and non-farming, which reduces commuting outside rural areas to work.
- EDR 3 To support the diversification of activities on family farms and small holdings, in particular the development of horticulture, organic farm enterprises and recycling initiatives.
- EDR 4 To support the development of co-operative working between farms so as to maximise efficiency on small holdings and family farms.
- EDR 5 To encourage the development of rural tourism activities such as waterways activities, agri-tourism, green/eco-tourism, farm foods, local and other rural craft type activities so as to diversify the tourism product and promote rural development.
- EDR 6 To promote the re-use of farm buildings.

### 9.3 Physical Infrastructure in Rural Areas

#### Policy Statements

- PI 1 To support the provision of sustainable public transport services and infrastructure which link rural settlements to Naas town.
- PI 2 To provide adequate water, roads and wastewater infrastructure and services to support the development of the rural hinterland.

### 9.4 The Rural Environment

#### Policy Statements

- RE 1 To preserve and promote respect for the rural culture, heritage and environment through the sustainable use of natural resources for tourism, economic and social development. Developments which have an undue negative effect on the environment will be discouraged.
- RE 2 To support and encourage the development of environmentally friendly rural economic activities including development of green farming practices, organic farming enterprises, biomass, plant nurseries and recycling and/or treatment of domestic and farm waste.

### 9.5 Agriculture and the Environment

While the Council recognises the significance of the town's agricultural sector, it also acknowledges that modern agriculture places pressure on the environment and can have a negative impact on the environment. The Council will encourage farming practices and production methods that have regard for conservation, landscape protection, the protection of wildlife habitats and endangered species of flora and fauna and water quality.

#### Goals

- (1) Naas Town Council acknowledges the economic and social importance of agriculture on a national and local level. It is the aim of the Council to maintain and expand an environmentally friendly and competitive agricultural sector in the Town Boundary.
- (2) It is the objective of the Council, to promote environmentally sustainable agricultural sector and a vibrant bloodstock industry, which contributes to a dynamic and successful rural economy.

### 9.6 Bloodstock Industry

The Kildare Horse Industry has a world-class reputation. It is also hugely important to the economy of the county, directly employing 5,500 people with a further 10,000 in associated industries and services. By comparison farming accounts for about 4,000 jobs directly<sup>1</sup>.

The bloodstock industry is one of the most significant land uses in the Town Council

<sup>1</sup> *Kildare Farming 2000, Change, Challenge and Opportunity*



administrative area. Some of the main stud farms and training establishments are:

- Craddockstown (Racing Stable)
- Broadfield (Stud Farm)
- Swordlestown (Stud Farm)
- Ballyprior (Stud Farm)
- Bluebell (Racing Stable/Stud farm)
- Oak Lodge (Stud Farm)
- Jigginstown House (Stud Farm)
- Keredern (Stud Farm)
- Osberstown (Stud Farm)

The Council recognises the importance of the bloodstock industry within and bordering the Town Council. The high amenity value which investment in this industry requires, will be protected from encroachment by urban sprawl, ribbon development or unsympathetic developments, especially those generating noise, traffic, hygiene or dust problems.

#### Policy Statements

- BI 1 To protect the environmental qualities necessary for its successful operation.
- BI 2 To encourage the expansion of this industry and the protection of the environmental qualities and amenity value necessary, from encroachment by urban sprawl and incompatible development.
- BI 3 To encourage the development of equine tourism packages that can be integrated with other rural tourism initiatives



#### 9.7 Agricultural Land

In addition to the above stud farms there are a number of farms within or partially within the Town Council. These lands are devoted mainly to mixed farming. There is likely to be a decrease in the number of farms due to the expansion of the built-up area. Naas is unusual in having the Town Council embrace such a large proportion of agricultural land.

#### Objective

To protect agricultural uses, particularly stud farms, from encroachment by urban development uses beyond that needed to cater for the orderly expansion of the town.

#### Policy Statements

- AG 1 To treat the agriculturally zoned area of the Town Council as an area of agricultural priority where agricultural activities are of primary



importance and where development which impairs the viability of farming will not be allowed.

- AG 2 To ensure that farming activities do not cause pollution to streams or water courses.
- AG 3 To develop a sustainable and profitable agricultural sector;
- AG 4 To create local employment opportunities in rural areas;
- AG 5 To protect the environment in rural areas;
- AG 6 To ensure that any development does not impinge on the visual amenity of the countryside and that watercourses, wildlife habitats and areas of ecological importance are protected from the threat of pollution;
- AG 7 To improve access and services in rural areas;
- AG 8 To minimise waste and subsequently ensure its effective management;
- AG 9 To protect the natural and built environment of Naas;
- AG 10 To marry the needs of development with environmental sustainability.
- AG 11 To facilitate and encourage the sustainable development of alternative rural enterprises and the alternative use of agri-buildings for appropriate owner-run enterprises, as a way of supporting a viable rural community subject to the proper planning and sustainable development of the area.
- AG 12 To ensure that all agricultural activities adhere to any current or future legislation on water quality, such as the Phosphorous Regulations, Water Framework Directive and Nitrate Directive.

In visually sensitive areas, the Council will require buildings and structures to be sited as unobtrusively as possible, structures should be clustered to form a distinct and unified feature in the landscape. Suitable materials and colours should be used together with screen planting using native species, to blend the structure into the surroundings.

### 9.8 Sand and Gravel Extraction

In general, in order to protect the continued viability of agricultural development within the Town Council, including stud farms, and to protect the residential amenities of existing property, no sand and gravel extraction will be permitted in the administrative area. It is the policy of the Council to minimise the environmental impact of this type of development where it may be allowed.





**chapter 10**  
development control  
standards

### 10.1 Context

The purpose of this section of the Plan is to ensure a high standard of design, layout and function for all development under the Planning Acts and Regulations, to conserve and build upon positive elements in the built and natural environment, and to protect the amenities of the Town.

Development Control will be exercised by the Council in a positive manner, having regard to the provisions of the Planning and Development) Acts 2000-2004, and to the proper planning and sustainable development of the town, its amenities and the Council's policy objectives for Naas. The requirements and standards set out herein should be seen in this light, as a form of guidance for developers.

### 10.2 Background

This chapter deals with design and development. New development in rural and urban areas shall be absorbed and integrated successfully into its environment so that it is in keeping with the character of the area. This section of the plan will set out specific control measures for future development. These control measures will ensure that new development is of a quality, character, scale and layout and form appropriate to the area in question.

#### Goal

The aim of this section of the plan is to encourage the creation of living and working environments of the highest quality through the setting out of objectives and standards for the control of development.

### 10.3 Development Control Standards - General

#### 10.3.1 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, 75% for Industrial and 66% for retail and commercial development. Within the Town Centre Zone, the maximum site coverage shall be 80% for all developments. 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.

#### 10.3.2 Plot Ratio

The purpose of plot ratio standards is to prevent the adverse effects 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 following indicative plot ratios shall apply;

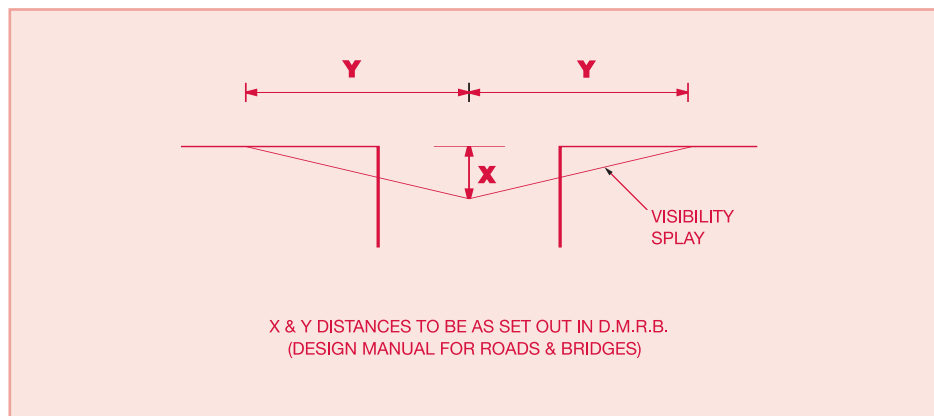
Town Centre/Brownfield: plot ratio 1.0-2.5  
 Inner Suburban: plot ratio 0.5-1.0

### 10.3.3 Sightlines

Sightline requirements are determined by the Council on a case by case basis. Factors including the road type, speed limit and condition of the road are taken into consideration. The following factors should be taken into account:

- Where sightlines are inadequate and would give rise to a traffic hazard, development will not be permitted.
- Where the improvement of sightlines requires the substantial or complete removal of an existing hedgerow, the developer must include detailed landscape proposals to minimise the impact and a letter from any adjoining landowner as appropriate, should also be permitted.
- In cases where an access already exists with inadequate sightlines, it is Council policy to recommend the closing up of this entrance and facilitating another entrance with adequate sightlines.
- All applications for planning permission must clearly indicate the sightlines available at the proposed access.
- Fig. 7 below is the recommended method of measuring sightlines:

Figure Seven Entrance Sightlines



### 10.3.4 Building Lines

The building line requirements for various developments are set out in Table 18. All measurements are taken from the nearest edge of road surface.



Table 18 Building Line Requirements

| Road Classification | Requirement |
|---------------------|-------------|
| Motorways           | 91m         |
| National Primary    | 91m         |
| National Secondary  | 91m         |
| Regional Road       | 31m         |
| Urban/County Road   | 18.5m       |
| Distributor         | 18.5m       |

Where a development requires that the existing roads/footpaths and public lighting be improved/extended, or any other works carried out, to facilitate a development, the developer may be required to provide these as a condition of planning permission.

#### 10.3.5 Building Height

- (1) There are a number of structures in the town's streetscape over three stories in height. The height of new or altered developments does not have to maintain the height of immediate adjoining properties, but should minimise potential localised disamenity. In general, heights should respect the local streetscape of the town. New developments or alterations will not be allowed to prejudice the setting or views of Protected Structures, landmark buildings, Architectural Conservation Areas etc.
- (2) Exceptions may include structures that reinforce the urban form or are designed as landmark structures in relation to their particular setting.
- (3) Naas Town Council will encourage the greater utilisation of buildings close to the town centre. In line with this, the Council will examine the design of new buildings in terms of height and scale on a case by case basis.

#### 10.3.6 Overlooking

In general, a minimum distance of 22.0 metres between all above ground floor level windows is required. In cases of innovative design where overlooking into living areas does not occur this figure may be reduced. A separation distance of 35 metres should be considered in the case of overlooking living room windows and balconies.

#### 10.3.7 Overshadowing

Where proposed development of significant height is located close to existing development the planning authority may require daylight and shadow projection diagrams to be submitted. The recommendations of 'Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice'(BRE 1991) or B.S. 8206" Lighting for Buildings Part 2 1992: Code of Practice for Daylighting" should be followed in this regard.

### 10.3.8 Access onto Public Roads

Generally, where the capacity, width, alignment or surface condition of the road is inadequate, development will not be favoured.

Where new development would adversely impact on road drainage, development will not be permitted unless applicants agree proposals with the Council to improve the road.

The council may require the submission of a Traffic Impact Assessment as part of an application. Applicants should consult with the roads design section of the Council prior to the submission of an application.

### 10.3.9 Access Requirements

Generally, it is the policy of the council to discourage the proliferation of access points onto public roads, particularly in areas where the maximum speed limit applies. The Council therefore encourages and promotes shared access points in all circumstances.

### 10.3.10 Car Parking

In all developments the Council 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 set out in Table 19 below shall apply. Disability parking standards and minimum requirements are dealt with under 10.3.13. The following should also be taken into consideration:

- The Council reserves the right to alter the requirements outlined below, having regard to the circumstances of each particular development.
- The minimum size for a car parking space shall be 2.4m x 4.8m and circulation aisle 6m wide. Loading bays shall be a minimum 3 x 6m.
- The Council may require the submission of a Mobility Management Plan with planning applications where developments include substantial parking requirements. Complementary or shared usage of car parks will be encouraged, especially where opening hours are at variance. In addition to car parking standards sufficient space will be required within the curtilage of the site for all service vehicles involved in the operation of the business or building.
- Where the provision of car parking is required by this plan, such provision will normally be met by providing the required spaces within the curtilage of the development. Where, in the opinion of the Council, it would be impracticable for individual developers to provide for on-site parking a contribution will be required in accordance with the Development Contribution Scheme.
- Parking should be integrated into the overall layout of the housing development thereby eliminating any negative effects on the movement networks of walking and cycling.

Table 19 Car Parking Standards

| Type of Development                         | Relevant Car Parking Standards (maxima)   |
|---|---|
| Dwellings/Apartments                        | (1-3 bedroom units) 1.5 spaces per dwelling<br>(4+ bedroom units) 2.0 spaces per dwelling |
| 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 4.5 sq. m. of public floorspace   |
| Restaurants                                 | 1 car space per 4.5 sq. m. of public floorspace   |
| Take-aways                                  | 1 car parking 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                                   | To be determined by the Council   |
| Childcare facilities                        | 1 car parking spaces per staff member + 1 car parking space per 4 children                |
| Clinics and Group Medical Practices         | 2 car spaces per consultant   |

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

### 10.3.11 Bicycle Parking

The planning authority will require the provision of a minimum level of bicycle parking facilities in association with new development and a change of use. Where the provision of bicycle parking facilities are intended for use by the staff of that particular development, covered stands should be located within the curtilage of the development to ensure security and supervision. Bicycle stands for use by visitors should be located to maximise convenience to the entrance of buildings, and positioned so as to ensure safety, security and supervision. The bicycle parking standards set out in Table 20 below shall apply.

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

Table 20 Bicycle Parking Standards

| Type of Development               | Relevant Cycle Parking Standard                    |
|-----------------------------------|--|
| Houses and flats                  | 1 unit per dwelling                                |
| Shops                             | 1 unit for every 200 sq. m. of gross floor space   |
| Supermarkets and large stores     | 1 unit for every 200 sq. m. of gross floor space   |
| Offices                           | 1 stand for every 500 sq. m. of gross floor space  |
| Industry                          | 1 stand for every 500 sq. m. of gross floor space  |
| Warehousing                       | 1 stand for every 1000 sq. m. of gross floor space |
| Theatre, cinema, church, stadium  | 1 stand for every 100 seats                        |
| Hotels, guest houses              | 1 stand per 50 bedrooms                            |
| Lounge bars                       | 1 stand for every 200 sq. m. of public floor space |
| Restaurants                       | 1 stand for every 200 sq. m. of public floor space |
| Function-room, dance halls, clubs | 1 stand for every 200 sq. m.                       |
| Playing fields                    | 4 stands per pitch                                 |
| Schools                           | 1 stand per 50 pupils                              |
| Nursing homes                     | 1 stand per 20 members of staff                    |

\*one stand = 5 units

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

### 10.3.12 Materials

Regarding materials the following should be taken into consideration:

- The Council encourages the use of hardwood for windows and doors in all new structures, rather than uPVC, which is considered to be environmentally unsustainable.
- The Council encourages the use of local materials in the construction of new dwellings so as to enhance and maintain the character of the local area. In rural areas, in particular, brick cladding, dry dash, reconstituted stone finishes and uPVC, will normally not be accepted.
- The choice of colours for external finishes should blend in with local traditions and surrounding buildings.

### 10.3.13 Access for All

The Council will require that the layout and design of a proposed development give consideration to the needs of the aged, people with disabilities, and people with children. Building designs shall allow full access to the building for all persons, whether employees, residents or the visiting public. Part M of the Building Regulations (S.I. No. 179, 2000) sets out standards to ensure that buildings are accessible and usable by everyone. The Technical Guidance Document in relation to Part M provides guidance on the access requirement for public buildings and for residential dwellings.

Public and private open space associated with a development shall be designed with the needs of the disabled and mobility impaired in mind.

In addition to the above, all developments must make provision for car parking for the disabled in accordance with the recommendations of 'Buildings for Everyone' 2002 published by the National Disability Authority and Part M of the Building Regulations (S.I. No. 179, 2000) and any subsequent amendments.

In assessing applications, which relate to protected structures, regard shall be had to the protected status of the structure and the need to protect the special character.

The Council will ensure that all footpaths and public areas are accessible and safe for people with disabilities and/or reduced mobility by way of dishing of footpaths, location of crossings etc.

The Council will ensure, in so far as is possible, that all transport facilities and mobile services that operate in the town are accessible for people with disabilities and/or reduced mobility.

## 10.4 Residential Development

### 10.4.1 Quality Housing Environment

Good design is at the core of creating a good quality residential environment. The design of new housing developments should pay particular attention to the characteristics of the local setting. It is imperative that a high standard of design and quality of environment are created, which, in turn, will contribute to a sense of place and an identity being created. All applications for new developments will be assessed having regard to government policies, in particular the *Residential Density Guidelines for Planning Authorities (1999)*, and the standards set out in this chapter. To encourage sustainable residential communities, consideration must be given to the following elements.

- **Density:** High densities should be provided in appropriate locations. Site configuration and area will have an impact on the density levels achievable.
- **Quality of proposed layout & elevations:** The quality of the residential environment will be paramount in the acceptability of planning applications. Layouts, elevations, and design must be designed to emphasise a sense of place and community.
- **Design Innovation:** Innovation in layout is of key importance. New types of layout, for example the creation of courtyards, will be encouraged.
- **Permeability:** Is a key factor and all new housing developments should show links for pedestrians and cyclists with other housing and community facilities in the area. In the interests of security, it is necessary that all pedestrian and cycle links be designed in such a way so as to be overlooked.
- **Landscaping:** A high standard of landscaping is an essential part of high quality new developments. Plans for landscaping, including hard and soft landscaping should be submitted at planning application stage.



- **Natural Features:** The layout of the development should be designed around the retention of natural features.
- **Safety:** Opportunities for vandalism and crime should be reduced to the greatest possible extent, by ensuring that areas used by the public (such as open spaces, footpaths and roads) are overlooked by housing.
- **Traffic Safety:** The quality of the layout and the manner in which it addresses traffic safety is vital. Long straight roads will be discouraged and a layout with good provision for pedestrian safety and traffic calming will be required.
- **Refuse:** Easily managed communal waste and recyclable collection points should be provided for terraced housing, that are conveniently located, well ventilated and when they comply with all public health and fire safety requirements.
- **Bicycle Parking:** Well-designed and secure bicycle parking areas should be provided for terraced housing.

In addition to planning requirements, building control and fire prevention requirements must be met in all circumstances.

#### 10.4.2 Housing Layout

The layout of new residential development should be designed to create a strong sense of identity and a sense of place. New developments should take full account of the characteristics of the natural and built environment of the site, the views and vistas to and from the site, and its surrounding areas. Where land is being developed for housing the following considerations will be taken into account in the assessment of the proposal:

- The need for land to be used economically;
- Appropriate density;
- The capacity of the physical and social infrastructure to cater for the design population;
- The adequacy of present and future community facilities;
- Adequate privacy for individual houses;
- The safety of proposed layouts and the capacity of existing roads to absorb future development;
- Adequate provision for car parking, open space, landscaping and planting;
- Integration with existing development and the preservation of features on site;
- The requirements under Part M of the Building Regulations.

### 10.4.3 Internal Design of Dwellings

In general dwellings will be required to have the following minimum floor areas:

Table 21 Internal Design of Dwellings

| Unit Size | Dwelling Type | Gross Floor Area (m <sup>2</sup> ) |
|-----------|---------------|------------------------------------|
| One Bed   | Apartment     | 45m <sup>2</sup>                   |
|           | House         | 50m <sup>2</sup>                   |
| Two Bed   | Single Storey | 65m <sup>2</sup>                   |
|           | Two Storey    | 75m <sup>2</sup>                   |
| Three Bed | Single Storey | 65m <sup>2</sup>                   |
|           | Two Storey    | 75m <sup>2</sup>                   |
| Four Bed  | Single Storey | 65m <sup>2</sup>                   |
|           | Two Storey    | 75m <sup>2</sup>                   |

### 10.4.4 Apartments

The provision of apartment schemes should be considered in appropriate locations. Apartment schemes should generally be similar in scale to surrounding developments. They can be particularly appropriate where there is a significant demand for smaller units of accommodation and where apartment building would be generally in harmony with the character of the area. Apartments can also facilitate higher densities especially where they are strategically located close to public transport nodes.

### 10.4.5 Layout of Apartment Developments

#### Internal Design of Apartment Schemes

In general apartments will be required to have floor areas in accordance with Table 21 (above):

- The internal dimensions of all rooms should be proportioned to allow for an adequate space for normal living purposes. The shape and layout of rooms should maximise the amenity of residents. Design solutions should be employed to minimise overlooking/overshadowing and to preserve and enhance the residential amenity of the entire development.
- Where combined kitchen/living areas are proposed, the apartments should have separate facilities for clothes washing and drying. This could be in the form of a utility room or a communal washer/dryer room.
- The ratio of one bed apartments within developments where the applicant seeks to build apartments shall be restricted to 25% of the overall development.

#### Individual Storage Facilities

- A minimum internal storage area of 5 cubic metres should be provided within each apartment unit. Wardrobe or hotpress space is not acceptable in this regard.
- Well-designed and secure bicycle parking areas should be provided for apartment complexes.

### Refuse Storage

- All apartment complexes should provide easily managed communal waste and recyclables collection points that are conveniently located, well ventilated and comply with all public health and fire safety requirements.

### Applies to Apartments, houses & mixed dwellings:

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

### With specific regard to apartment developments, the layout should:

- Present a live edge to the street by locating doors and windows onto the street frontage;
- In the case of residential accommodation over shops or other business premises, a separate access should be provided for the upper floor accommodation;
- Where ground floor commercial use consists of restaurants/take-aways, public houses, dry cleaners or printing shops, with apartments above, then proper sound-proofing, ventilation and storage must be built into the design of the building;
- Provide car parking generally at basement level;
- Provide concealed refuse bin storage areas and bicycle storage areas which are accessible to each of the apartments;
- Allow accessibility to post boxes to all;
- Provide suitable play spaces for children.

#### 10.4.6 Residential Density

To achieve higher densities, greater emphasis must be placed on qualitative as well as quantitative standards in relation to the layout of our residential developments, open spaces, roads and car parking. The Council will seek to promote appropriate levels of higher residential densities on 'brownfield sites', in the town centre and at other appropriate locations such as close to public transport nodes.

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 shopping, transport, community, recreational and leisure infrastructure, are essential if increased residential densities are to be acceptable.

Having regard to specific site characteristics and DoEHLG guidelines the standards outlined below may be altered within the context of individual Local Area Plans and Action Area Plans proposed in Naas.

Table 22 Indicative Residential Densities

| Zone                               | *Maximum Dwelling Units per: |       | Indicative Appropriate Locations  |
|------------------------------------|------------------------------|-------|---|
|                                    | Hectare                      | Acre  |   |
| *Low Density Residential           | 15-20                        | 6-8   | Outer edge of the Urban-Rural transition  |
| *Low-Medium Density Residential    | 20-35                        | 8-14  | Generally new zoning within towns except where it is an urban - rural transitional area or a strategic location.    |
| *Medium - High Density Residential | 35-50                        | 14-20 |   |
| *Higher Density Residential        | >50                          | >20   | At strategic locations including transport nodes, town centre and areas to be determined by the LAP and Masterplan. |

*\* Densities in excess of the upper limits will be considered on their merits*

#### 10.4.7 Residential Mix in House and Apartment Development

A key aim in the provision of new housing is to encourage diversity rather than uniformity and as far as possible to relate the type of housing to the different needs of the population. In all housing proposals the Council shall also encourage an appropriate mix of dwelling types, not just within the overall development, but throughout the development. A mixture of dwelling types and sizes of houses, apartments and duplexes shall be required to meet the needs of different categories of households.

#### 10.4.8 Separation between Dwellings

A minimum distance of 2.5m between semi-detached and detached housing is required. In general, this distance should be equally divided between dwellings so separated so to allow for a usable side entrance.

#### 10.4.9 Private Open Space for Residential Development

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.

##### Houses

In order to achieve adequate privacy and open space between houses in new residential developments the following minimum requirements shall normally apply:

**Table 23** Private Open Space Requirements for Individual Houses

| Unit Size                                      | Area Required            |
|--|--------------------------|
| Private open space required for 3/4/5 Bedrooms | 60-75m <sup>2</sup>      |
| Private open space required 1 and 2 Bedrooms   | 48 m <sup>2</sup> (min.) |

The following criteria should be taken into consideration in relation to private open space:

- High quality boundary treatments are generally required to enclose private open space. A 1.8m - 2m high wall of solid block, and capped and plastered on both sides is generally acceptable although this should be in keeping with the overall design of the development. Post and wire or timber fencing is not permitted.
- Two metre high screen walls should be provided between all areas of public open space and gardens to the rear of dwellings. Where concrete screen walls along the edge of public areas are proposed, they should be suitably rendered and capped in a manner acceptable to the council.
- Private open space should be designed so that it is usable for the proposed residents. Long narrow rear gardens or awkward shapes are therefore not acceptable.
- Generally windows in the gable/side walls of dwellings will not be permitted where the window would closely overlook the curtilage of the adjoining dwelling.

#### Private Open Space for Apartments/Duplexes

Private open space in apartment and duplex type schemes can be provided in the form of landscaped areas, courtyards, terraces/ patios and balconies. All developments would be expected to have some form of private open space in the form of balconies directly accessible from the apartment, however when the level of open space cannot be provided in a balcony alone, then semi-private open space as described above would be acceptable.

In relation to apartment schemes the absolute minimum standards should range from:

**Table 24** Private Open Space Requirements for Apartments/Duplexes

| Location                   | 1 bedroom apartment | 2 or 3 bedroom apartment |
|----------------------------|---------------------|--------------------------|
| Close to town centre sites | 10 m <sup>2</sup>   | 15 - 20 m <sup>2</sup>   |
| In outer suburban areas.   | 20 m <sup>2</sup>   | 30 - 40 m <sup>2</sup>   |

#### 10.4.10 Public Open Space for Residential Development

Public open space must be carefully designed as an integral part of the layout and should be addressed at the initial design stages.



The following should be taken into consideration in relation to private open space:

- Areas with high gradients or otherwise impractical to function effectively will not be acceptable as open space.
- Narrow tracts of land (less than 10m) or pieces of land 'left over after planning' are not acceptable.
- Passive supervision i.e. Public Open Space should be overlooked by as many dwellings as possible.
- The retention of natural features is of key importance.
- On large sites, areas should be identified for a various hierarchy of uses e.g. - more casual places for smaller children's play, informal kick areas and passive amenity etc.
- Appropriate pedestrian and cycle linkages between open spaces should be clearly indicated on the site layout plan.
- The use of hard landscaping elements should also be identified.
- In greenfield sites, the minimum area of open space which is acceptable is 15% of the total site area. In all other cases, public open space should be provided at the rate of 10% of the total site area.

#### 10.4.11 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 developments with no 'sense of place' or neighbourhood. The following should be taken into consideration:

- The arrangement of buildings, rather than roads, should be the primary consideration to create enclosure and a sense of space with which residents can identify.
- The creation of attractive urban forms, where security for pedestrians, cyclists and children is paramount.
- 'Traffic calming', to ensure low ambient traffic speeds, should be designed into the layout from the outset, rather than added as an afterthought.
- Distributor roads provide a dual function, firstly, to relieve and divert traffic away from the town centre, and secondly, to provide access to zoned land in the surrounding area. Distributor roads are generally required to be 7.3m wide unless otherwise agreed by the Planning Authority.
- The maximum width for roads in residential areas should generally be 6m wide unless otherwise agreed by the Planning Authority.

The council will require traffic calming measures such as wide pedestrian crossings, raised junctions, tight corners, street furniture, planting and chicanes in urban areas to create a pedestrian friendly environment

The Council will require detailed layouts and design of developments which reflect the importance of walking and cycling as transportation modes by providing safe and direct access to local services (retailing, schools, employment and leisure), other housing

developments and public transport nodes. In the interests of security, it is necessary that all pedestrian and cycle links be designed in such a way so as to be overlooked. All pedestrian and cycle facilities should be constructed in accordance with the "Traffic Management Guidelines Manual (2003)" and the "National Manual for Cycle Facilities in Urban Areas (1997 or as subsequently updated).

Residential roads shall be required to be designed to discourage through-traffic. Speed restraint can be promoted by the use of short and meandering residential roads. Traffic calming devices such as mini-roundabouts, speed tables and other acceptable design measures, should be provided for developments in excess of 40 houses and speed tables should be provided at the public road entrance to all housing developments. Built frontage onto roads shall be encouraged.

On new roads however it is possible to constrain speeds without the need to resort to crude remedial treatments such as ramps. The opportunity exists to use horizontal alignment constraints backed up by good urban design to keep speeds low. The careful positioning of buildings, landscaping and the use of different materials can help reinforce the need to reduce speed and reduce the dominance of motor vehicles. It is possible to integrate such traffic calming measures with the sustainable development philosophy, and provide safer more attractive places to live.

Additional guidance can be found in The DoEHLG Recommendations for Site Development Works for Housing Areas (1998) and also Design Bulletin 32, Residential Roads and Footpaths - Layout Considerations, (2nd edition) published by the British Department of Environment, Transport and the Regions.

#### **10.4.12 Car Parking in Residential Areas**

Car parking standards are laid out in Table 19. Residential layouts should not be dominated by car parking along the access roads. New residential development should take account of the following criteria regarding car parking:

- Car parking for detached and semi-detached housing should generally be within the house site.
- Car parking for apartments and terraced housing should generally be in informal groups overlooked by housing units. The visual impact of large areas of car parking should be reduced by the judicious use of screen planting, low walls and the use of different textured or coloured paving for car parking bays.

#### **10.4.13 Family Flat**

This refers to a temporary arrangement to accommodate a family member within an existing dwelling unit.

- The proposed unit should be linked directly to the main dwelling by a connecting door.
- Accommodation should be limited to a maximum of two bedrooms.
- External doors shall be limited to the side or rear of the house.
- Applicants shall submit documentary evidence at application stage to support their case for the necessity of a 'family' flat.

- It is normal procedure to include conditions in any grant of permission that the 'family' flat cannot be sold, conveyed or leased separate to the main residence. Also when the need for the 'family' flat no longer exists the dwelling must be returned to a single dwelling unit.

#### **10.4.14 Gated Developments**

Gated developments will not be permitted as they reduce social inclusion and integration within the existing community and generally fail to address the existing streetscape.

#### **10.4.15 Backland Development**

The Council will encourage the provision of comprehensive backland development where the opportunity exists. The following should be taken into consideration for backland development:

- New dwellings that closely overlook the rear curtilage of existing dwellings will not normally be permitted.
- Sites that do not have independent road frontage are generally discouraged as this can conflict with the established pattern of development in the vicinity and diminish the residential amenities of adjacent dwellings. However, when a comprehensive plan is prepared for an area where a number of landowners propose a shared independent access road to serve new development to the rear of existing dwellings, and can demonstrate that the residential amenities of existing dwellings in the vicinity are not compromised, the council will facilitate such development. The landowners will be responsible for the cost of providing the access road. Generally such development will only be permitted in serviced areas.

#### **10.4.16 Management Companies**

Management Companies are not envisaged for conventional housing developments other than apartment developments. Apartment developments are not taken in charge by the local authority and therefore a management company is required. The policy in relation to this development control matter will be reviewed to assess any issues or difficulties.

### **10.5 Landscaping**

Naas Town Council will ensure that a firm emphasis is placed on qualitative standards to achieve the highest quality of landscaping in the planned environment.

#### **10.5.1 Soft Landscaping**

Planting and landscaping can be used to incorporate new buildings into their surroundings and provide privacy between dwellings. New planting should consist of local plant types indigenous to the area and be incorporated into the site so as to enhance the overall appearance (see Appendix 1). When selecting plant species for landscaping, consideration should be taken of the proposed location of the site and its attendant character such as: soil conditions, pollution, safety, maintenance requirements, the possibility of vandalism of the site, and aesthetic potential.

### 10.5.2 Hard Landscaping

Hard landscaping design, including paving and street furniture, is an important element in defining the character of the spaces between buildings and public open spaces. Hard landscaping works can help to:

- Provide a visual link to the surroundings,
- Define and enclose space, and delineate public from private space,
- Provide security to private areas,
- Distinguish between pedestrian, cycle and vehicle movement,
- Provide suitable play space for children.
- Materials must be appropriate, durable and of a good quality. Careful consideration must be given to the design of hard surfaces such as streets, squares, open spaces, paved areas, footpaths and driveways.
- The textures and colours of the materials chosen must be sympathetic to the locality and be an integral part of the design.
- Walls, fences, metal railings and gates used to define spaces and their usage have a major impact on the visual character of the development. These should be carefully selected with local distinctiveness in mind and will need to be an integral part of the overall design concept.
- The siting of street furniture should not provide undue obstacles for people with disabilities.
- The integration of art into the public domain can contribute positively to the urban form creating local distinctiveness and enhancing a public space. Major development schemes will be expected to contribute to public art in the locality.
- Following underground works, it is an objective of Naas Town Council to ensure the reinstatement of materials or the replacement with materials of similar style and quality.

### 10.6 Naming of New Developments

It is the policy of the Council that names of residential developments shall reflect local heritage by encouraging the use of local place names or geographical, historical, cultural names in the naming of new residential and other developments. The Council shall approve the naming of residential developments, in order to avoid confusion in regard to similar names in other locations. No development work shall be allowed on development sites, nor advertising of housing schemes, until the name has been agreed with the Council. Nameplates of the Council standard type shall be provided and erected on all housing development roads. Similarly, in order to assist the general public and the postal authorities, all houses shall be provided with numbers that shall be visible from the adjoining roadway. Such an approach will be a requirement of planning permission for new developments.

### 10.7 Street Lighting and Public Utilities

Street Lighting should at a minimum be in accordance with the standards set out in the ESB publication 'Public Lighting in Residential Developments'. Pedestrian links must also be

illuminated. Lighting levels within a new development must create a secure environment. Dark corners and alleyways should be avoided. The use of low pressure sodium lighting and full cut off lighting shall be encouraged for environmental, economic and road safety reasons. Lampposts in prominent positions can help to define an area and promote a sense of place among the residents.

To preserve the amenity and visual character of an area, and in the interests of public safety, all services including electricity, public lighting cables, telephone and television cables shall be provided underground in all new developments. Provision should be made for the unobtrusive siting of transformer stations, pumping stations and other necessary service buildings. Pole mounted equipment (such as transformers) will not be permitted.

#### 10.8 Access to Land

Naas Town Council will ensure that no development takes place in such a fashion that would prejudice the provision of vehicular and pedestrian access to key infrastructural services in adjoining lands. Development will be designed so as to ensure 'ransom strips' will not inhibit future development.

#### 10.9 Childcare Facilities

All childcare facilities shall be provided in accordance with the '*Childcare Facilities: Guidelines for Planning Authorities*' (DoEHLG) and the '*Child Care (Pre-School Services) Regulations 1996 & 1997*', '*Ready, Steady, Play! A National Play Policy*' (2004) and any other relevant statutory guidelines which may issue during the life of this Plan.

It is the policy of the Council to;

- Where appropriate, engage the expertise of the County Childcare Committee in the assessment of applications relating to childcare facilities.
- To facilitate and encourage the provision of childcare facilities at appropriate locations, as identified in the guidelines.
- In accordance with DoEHLG guidelines, the Council requires the provision of at least one childcare facility to cater for 20 places in developments of 75 houses, including local authority and social housing schemes. This standard may be varied depending on local circumstances. The Council will consult with the Kildare County Childcare Committee in this regard.

Applications should include the following information at application stage:

- (1) Nature of the facility:
  - Full day care
  - Sessional
  - Drop In
  - After School Care
- (2) Numbers and ages of children
- (3) Adequate parking for staff and set down areas for customers
- (4) Hours of operation
- (5) Open Space provision and measures for management of same



- (6) Description of cumulative impact when taken together with other childcare facilities in the vicinity.
  - (7) Impact on residential amenity and mitigation measures if appropriate
  - (8) Local traffic conditions
  - (9) Proximity to public transport
- It is recommended that applicants seek the advice of the Kildare County Childcare Committee, Health Board, and other relevant bodies in the design of childcare facilities prior to submission of applications for planning permission.
  - In general, it is the policy of the council to discourage the complete conversion of existing semi-detached and terraced dwellings within housing developments to childcare facilities. The childcare use should remain secondary and the bulk of the house should be retained for residential purposes.
  - In new housing developments, purpose built facilities are normally required.
  - In considering applications for both purpose built facilities and the conversion of existing premises, the Council will favour those locations that are close to existing community and educational facilities and public transport nodes.

In relation to this policy;

**Childcare:** means full day-care and sessional facilities and services for pre-school and school going children out of school hours. It includes services involving, education and socialisation opportunities for children such as pre-schools, naíonraí (Irish language playgroups), day-care services, crèches, playgroups and after school groups.

**Sessional:** The provision of a service, which offers a planned programme to pre-school children of up to 3.5 hours per session by trained personnel. Sessional services include playgroups and Montessori groups and similar services.

**Full day-care:** The provision of a structured day-care service for children for more than 3.5 hours per day, supervised by competent, trained personnel. Full day-care includes crèches and nurseries.

**After school care:** is extended day care for school-going children normally between Mondays to Fridays.

#### 10.10 Industrial Development

In relation to Industrial Development the following should be taken into consideration:

- Adequate provision shall be made on the site for parking of vehicles, storage and stacking space. Storage and stacking areas shall be located to the rear of the building or where such facilities are located at the side, provision for screening shall be made.
- The front building line shall be as determined in consultation with the Planning Authority and, where required, the existing roadside boundary shall be set back.
- Any industrial or commercial development shall not be injurious to the residential amenity of adjoining properties.

A landscaped buffer zone (minimum 30 metres) will be a requirement of planning permission for any

Industrial/Warehousing development where it adjoins another zoning or where it would seriously injure the amenities of adjoining land uses.

### **10.11 Retail Development**

Applications for all retail development will be assessed in accordance with the criteria specified in the Retail Planning Guidelines for Planning Authorities published by the Department of the Environment, Heritage and Local Government in December 2000 or as subsequently amended.

#### **10.11.1 Shopping Centres**

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

The design of the shopping centre must ensure that the development is fully integrated into the area it is proposed to locate. Standard logos and designs may not be acceptable. Generally shopping centres should be located in areas zoned Town Centre or other appropriately zoned areas and should incorporate other uses so as to maintain activity outside normal shopping hours.

Shopping centres must include public toilets and baby changing facilities and should, where possible include other utilities such as crèches, sub-post offices etc.

The design of the centre should ensure that the site is not dominated by car parking and that public transport is easily accessible directly from the main entrance. A sea of car parking to the front of developments is generally not acceptable.

Landscaping plans must accompany all applications. Shopping centres should provide recycling facilities and secure bicycle parking.

#### **10.11.2 Retail Warehousing**

Applicants for retail parks and retail warehousing will be required to demonstrate the impact on the existing town centres close to the site. Applicants should describe their target market in order to assess this. If a number of retail warehousing elements are proposed in an area, the cumulative impact of these must be assessed. Full details of the types of goods to be sold should be described in the application. Details should include whether the goods fit into the category of comparison or bulky goods as described in the Retail Planning Guidelines.

#### **10.11.3 Service Filling Stations**

New petrol stations and refurbished existing stations will be required to have a high standard of overall design and architectural layout to ensure an attractive development, which integrates with, and complements or enhances its surroundings. The Council reserves the right to require

pitched roof or similar canopies at appropriate locations. The forecourt canopy should be integrated into the overall design, and sited so that it does not dominate the surrounding buildings.

Petrol filling stations must be located on the outskirts of the town but inside the 50kph or 60kph speed limits. The preferred location is on the near side of the roadway on the way out of town.

The essential purpose of petrol stations is to provide facilities for the sale of fuels for vehicles. However, the Council recognises the more intensive role of petrol stations in recent times, and the expansion from merely fuel depots to the provision of a wide range of convenience and other goods and services. Applications for planning permission for such development should contain the following elements:

- Detailed proposals for the service station will be required, including method of disposal of wastewater from carwash areas, traffic management, surface water outlet and oil interceptors etc. The development shall be designed and operated in such a manner that it does not adversely affect existing road drainage in the area.
- High quality design and material content. Advertising material should be restricted to a minimum and no lighting shall be installed so as to cause glare or interface to any user of an adjacent public road.
- The modification of standard corporate designs will be required by Naas Town Council in order to reduce the visual impact of the development. In such instances, standard petrol station canopies can be replaced with more sympathetic canopies designed to the satisfaction of the Council, such as light steel and glass or slated roofs with no attached advertising.
- Strident and multiple colouring should be avoided and will be discouraged. The size and colour should be such as to account of its setting and location in the landscape.
- Any associated shop shall remain secondary to the use as a petrol filling station and any application must clearly demonstrate that the retail element would not adversely effect the existing retail development in the town centre.
- Ancillary retail uses may be permitted such as small convenience type shops with a floor area not exceeding 100 sq. metres of net retail sales space. However, planning applications for the provision of such shops shall be applied for specifically. The layout of the station forecourt should be arranged to allow dedicated parking for those shopping at the shop. Where an associated shop is proposed, the application shall be considered in accordance with the Retail Planning Guidelines published by the Department of the Environment, Heritage and Local Government, December 2000.

#### **10.11.4 Shopfront Design**

Shopfronts are one of the most important elements in determining the character, quality and image of retail streets in Naas. In order to increase the attractiveness of the town, the Council promotes a dual approach to shopfront design:

- Protecting traditional and original shopfronts
- Encouraging good contemporary shopfront design.

In all instances, the Council will encourage a discipline in this area that acknowledges the basic principles of good shopfront design. The design of shopfronts should reflect the scale and proportions of the existing streetscape. The Council will seek to retain the remaining traditional shopfronts of townscape importance.

It should be noted that the replacement of an existing shopfront, or the insertion of a new shopfront, requires planning permission, and is not considered by the Council as constituting exempted development. Applications for planning permission for such development should contain the following elements:

- Detailed plans at a scale of 1:50 shall be submitted with all applications. Such plans shall include details regarding the design, colour and detailing with regard to signage, advertising and lighting. The use of garish colour should be avoided.
- Standard logos and advertising may not be permitted. All signage must be compatible with the existing streetscape. Timber, stone, glass and steel are preferred materials.
- The use of external roller shutters and projecting brand signs are unacceptable.
- Contemporary shopfronts will be encouraged provided that they are designed to traditional principles of scale, proportion and detailing.
- The appearance and proportions of the original shopfront shall be retained. Changes in internal ceiling heights, where required, should not interfere with the proportions and depths of fascias;
- The twin elements of a fascia board (to carry names and advertising) and pilasters (to frame and delineate the shopfront boundary) shall be provided in all cases;
- The design must be approached in an integrated way (relate to the whole facade), including advertising, lighting and other features;
- Colour schemes should co-ordinate with adjoining buildings and shopfronts, and should be chosen to enhance the proportions and detailing of the whole building;
- Vertical emphasis and proportions should be kept, and plot divisions should be expressed externally (even if the shop crosses them internally).
- The removal of service wires associated with existing facades will be actively promoted in Naas.

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

- The removal of features or alterations to existing shopfronts where they are considered by the Council to be of historical or architectural interest, or of townscape value;

- The enlargement or remodelling to a horizontal emphasis of existing windows above ground floor level;
- The construction of fascias linking two or more buildings/plots which have different architectural identities;
- The use of standardised brand names or corporate designs as part of shopfront fascia advertising;
- The use of roller shutters and their boxes on the exterior of shop-fronts;
- The use of large areas of undivided glass or the provision of new display windows with a horizontal emphasis;
- The permanent removal of the shopfront and the creation of an opening through which direct trading onto the pavement is carried out.

Unauthorised alterations or developments exhibiting these characteristics will be the subject of legal proceedings to ensure their removal.

#### 10.11.5 Advertising

In respect of shops and other business premises, advertising should be designed as an integral part of the shopfront and in most cases will be required to be located within the fascia. Signs will not be allowed to dominate the facade or interfere with windows or other features or detailing on the building.

The Council will encourage the following types of advertising:

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

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

- The use of plastic, PVC, perspex and neon signs or lettering or detailing on any exterior;
- Internally illuminated box fascia signs;
- Internally illuminated projecting signs, whether fixed or hanging;
- Flashing, reflectorised, neon or glitter-type signs or detailing at any location on the exterior of the building, or so located within the interior as to be intended to be viewed from the exterior.



- The erection of any signs or other devices which project above the level of the eaves or parapet, or obtrude on the skyline, or outside the general bulk of the building;
- The provision of multiple signs, whether small or large, which would cause visual clutter on buildings or within the streetscape of a village or settlement. Naas Town Council will co-operate with owners of premises in relation to developing shared signing schemes to minimise the overall impact on the streetscape;
- The use of inappropriate brand or corporate advertising.
- The use of free-standing signs/advertising boards on the public footpath will not be permitted

#### **10.11.6 Canopies**

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

The Council will use its enforcement powers to ensure the removal of unauthorised canopies.

#### **10.11.7 Roller Shutters**

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

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

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

Roller shutters, which are located on the exterior of the shopfront, will not be permitted. The use of roller shutters and their housings for advertising purposes will not be permitted.

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

#### **10.11.8 Outdoor Advertising Structures**

Outdoor advertising structures will not generally be permitted within the town, whether free-standing or attached to buildings. However, in cases where they screen a derelict structure

or other eyesore, they may be permitted on a temporary basis. In particular, the use of gables or sides of buildings for the exhibition of advertising structures will not be permitted.

#### **10.11.9 Fast Food Outlets/ Takeaways**

The cumulative impact of a number of take away restaurants in any particular area will be considered in the assessment of any planning application.

Impacts such as noise, litter, disturbance, traffic, and late night opening hours will also be taken into consideration.

#### **10.11.10 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. Where appropriate, the attention of developers is drawn to the requirements of the Environmental Impact Assessment Regulations.

#### **10.11.11 Noise**

The Council will seek to ensure that new development does not cause an unacceptable increase in the noise and pollution levels affecting surrounding properties. The Council will ensure that all new developments in proximity to National Routes provide suitable protection against traffic noise.

In considering planning applications for residential development in areas adjoining major roads the Council will have regard to any Noise Maps and Noise Action Plans relating to the site location in accordance with the EU Directive on Assessment and Management of Environmental Noise.

#### **10.11.12 Light Pollution**

There has been an increased tendency to illuminate buildings to an excessive degree and incorporating lighting, which gives rise to glare on public roads. It shall, therefore, be a policy of the Planning Authority to minimise light pollution. Details of any external lighting scheme intended as part of any new development shall be submitted as part of the planning application. Applicants will be required to demonstrate that the lighting scheme proposed is the minimum needed for security and working purposes.

### **10.12 Archaeological and Architectural Heritage**

#### **10.12.1 Development in Areas of Archaeological Potential**

When considering development proposals within Areas of Archaeological Potential and on, or in close proximity to, sites of known archaeological significance, the Council will have regard to the provisions of Section 12 of the National Monuments (Amendment) Act, 1994, or as may be amended from time to time. The Council will also have regard to the observations and recommendations of the Office of Public Works and the Heritage and Planning Division of the Department of the Environment, Heritage and Local Government.

When considering such proposals regard will be had to the nature of sub-surface works which could impact on archaeological remains (e.g. foundation type and design, layout and location of services, road works, landscaping schemes etc.)

The Council may require the developer to submit a report prepared by a suitably qualified archaeologist on the archaeological implications of the proposed development. In appropriate circumstances, the Council when granting permission for development may impose conditions requiring:

- Professional archaeological supervision of site excavations.
- The funding by the applicant of archaeological assessment, monitoring, testing or excavation of the site and the submission of a report thereon, prior to the commencement of development
- The preservation of all or part of any archaeological remains on the site.

#### **10.12.2 Development in Architectural Conservation Areas**

In Architectural Conservation Areas the Council will have regard to the following:

- The effect of the proposed development on buildings and the surrounding environment, both natural and man-made.
- The impact of development on the immediate streetscape in terms of compatibility of design, scale, height, plot, width, roof treatment, materials, landscaping, mix and intensity of use proposed.
- New alterations and extensions should complement existing buildings/structures in terms of design, external finishes, colour, texture, windows/doors/roof/chimney/design and other details.
- In dealing with advertisements in Architectural Conservation Areas, the overriding consideration will be the enhancement and protection of the essential visual qualities of the area.

#### **10.12.3 Development in relation to Protected Structures**

Proposals for development affecting Protected Structures it is the intention of the Council should note that:

- Works, both to the exterior and interior, which materially affect the character of a protected structure or any element of the structure which contributes to its special interest require planning permission. What might be regarded normally as minor alterations to buildings may not necessarily be regarded as such in the case of protected structures.

Such works can include:

- Window replacement and fenestration changes
- Wholesale plastering/pointing/painting or painting of previously unpainted elements
- Modifications of brickwork and stonework
- The removal/alteration of architectural detailing including joinery and decorative plasterwork
- Inappropriate interior works including the removal of walls, the creation of openings and partitioning of rooms

- Works to roofs and railings involving the removal of original materials and replacement with inappropriate materials.

In considering applications for alterations and/or additions to a protected structure, the Council shall have regard to:

- The various elements of the structure which gives the protected structure its special character and how these would be impacted on by the proposed development.
- In the case of a proposal to materially change the use of a protected structure, the suitability of such use having regard to its potential impact on the structure including works necessary to comply with Fire & Building Regulations which the proposed use change would give rise to:
  - The reversibility of the proposed alterations
  - In the case of buildings within the curtilage of a protected structure whether such buildings are of heritage value or not.

Windows made from aluminium, uPVC or similar material will not be acceptable in protected structures. In 20th century buildings, the original 20th century metal windows shall be retained.

A detailed conservation report shall accompany planning applications for works to protected structures.

This report shall:

- Outline the significance of the building,
- Include a detailed survey of the building, including a photographic survey,
- Detail the proposed works it is intended to carry out,
- Contain a full assessment on the materials and method proposed to carry out these works, their impact on the character of the structure and the reversibility of the proposed works.

The detail required to be submitted will be dependent on the significance of the building and the nature of works proposed.

All works to protected structures shall be carried out in accordance with best conservation practice.

#### **10.12.4 Development within the Curtilage and Setting of Protected Structures.**

In considering applications for development within the curtilage of a protected structure, the Council shall have regard to the following:

- The various elements of the structure which gives the protected structure its special character and how these would be impacted on by the proposed development.
- Proximity of any new development to the main protected structure and any other buildings of heritage value.
- The design of the new development which should relate to and complement the special character of the protected structure.

High quality design will be a foremost consideration when assessing proposals for

development within the curtilage of a protected structure, with particular emphasis on siting, building lines, proportions, scale, massing, height, roof treatment and materials. This does not preclude innovative contemporary buildings. Development proposals should include appraisal of the wider context of the site and structure.

### **10.13 Dwellings in Rural Areas**

Within the agricultural zone, housing will be restricted to members of farmers' families or to others working on the land in agricultural, bloodstock or forestry employment, or to landowners and members of landowners families (landowner in this context being defined as the person who owns the site/land in question, in which it is proposed to build).

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

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

Where permission for housing in the agricultural zone is given, it will be subject to conditions restricting first occupation of the dwelling, and to sterilisation of land so as to prevent further sporadic housing, to maintain public health standards, to control ribbon development and to maintain the town in a compact fashion.

These requirements shall apply as follows:-

- (a) on main roads, it will be necessary to sterilise 4 hectares (10 acres) of land from further housing development and 183 linear metres (200 yards) of road frontage contiguous to each site;
- (b) on county roads, it will be necessary to sterilise 2 hectares (5 acres) and 137 linear metres (150 yards) of road frontage contiguous to each site.

#### **10.13.1 Septic Tanks/ Wastewater Treatment Systems**

The provision of septic tanks or wastewater treatment systems and their associated percolation systems shall comply in full with the requirements of the Environmental Protection Agency Wastewater Treatment Manuals. In all cases, Site Characterisation Reports as detailed in the above manuals shall be submitted with each planning application. A Site Suitability Report, including a detailed site layout plan (scale 1:500), prepared by the manufacturers/suppliers of a wastewater treatment system shall also be submitted.

#### **10.13.2 Tree and Hedgerow Preservation**

Where mature trees and/or substantial hedgerow are located on lands that are being considered for development, a detailed tree survey shall be submitted with the planning application. All trees with a diameter of 75mm and above 1.5m from ground level should be included. Trees should be surveyed by reference to species, branch canopy, spread, shape,



height and condition. If in the event of trees being felled during development, the council will require the planting of 10 replacement trees per felled tree.

Where trees or hedgerows are to be preserved on a development site, it is essential that the trees be protected by the erection of secure fencing prior to any site or engineering work commencing and that no material be stored within the fenced area and that no vehicles have access to the fenced area. To ensure that trees and hedgerows are protected on a site, and that the agreed landscaping is carried out, which is the subject of a grant of planning permission, a bond lodgement may be required, the amount of which to be determined by the Council.

Development will not generally be permitted where there is a likely damage or destruction either to trees protected by a Tree Preservation Order or those, which have a particular local amenity or nature conservation value, or special interest, even though they are not listed in the development plan will be discouraged.

#### **10.14 Agricultural Developments**

Agricultural developments have the potential for immense impact on the environment and landscape. The traditional form of agricultural buildings is disappearing with the onset of advanced construction methods and wider range of materials. Some new farm buildings have the appearance of industrial buildings and due to their scale and mass can have serious visual impacts.

##### **10.14.1 Design of Agricultural Buildings**

In the construction and layout of agricultural buildings the Council will require that buildings be sited as unobtrusively as possible and that the finishes and colours used will blend the development into its surroundings.

The Council accepts the need for agricultural buildings and associated works (walls, fences, gates, entrances, yards etc.) to be functional, but they will be required to be sympathetic to their surroundings in scale, materials and finishes. Buildings should relate to the landscape and not the skyline. Traditionally this was achieved by having the roof darker than the walls. Appropriate roof colours are dark grey, dark reddish brown or a very dark green. Where cladding is used on the exterior of farm buildings, dark colours (preferably dark green, red or grey) with matt finishes will normally be required. The grouping of agricultural buildings will be encouraged in order to reduce their overall impact in the interests of amenity.

##### **10.14.2 Landscaping**

The removal of hedges to accommodate agricultural developments should be a last resort. A landscaping plan is required as part of an application for agricultural developments and should include screening and shelterbelt planting, composed principally of native species.

##### **10.14.3 Agricultural Related Industry**

Agricultural-related industrial development may be permitted within the agricultural zone where it does not conflict with amenity or the viable use of farm holdings for agriculture, forestry or

bloodstock purposes. Other considerations which will arise in such developments will be traffic safety, pollution control, and the satisfactory treatment of effluents, smells and noise. Proper provision for disposal of liquid and solid wastes will have to be made. In addition, the size and form of buildings and the extent to which they can be integrated into the landscape, will be factors which will govern the acceptability or otherwise of such development.

#### **10.15 Telecommunications, Antennae Support, Satellite Dishes and Ancillary Structures**

The Planning Authority in line with National Policy will consider applications for telecommunications masts and ancillary facilities in appropriate locations.

Such developments should conform to the concept of environmental sustainability meeting socio-economic objectives while conserving natural resources upon which development depends. The Planning Authority shall adhere to The Department of Environment publication entitled 'Telecommunications Antennae and Support Structures Guidelines for Planning Authorities' when assessing planning applications.

#### **10.16 Bonding to Secure Completion of Development**

To ensure that developments undertaken by private developers are satisfactorily completed, developers will be required to give cash deposits or submit a bond from an insurance company or other financial institution acceptable to the Council for the satisfactory completion of developments and their ancillary services\*. This bond or surety is to be submitted and in place before development is commenced.

#### **10.17 Development Contributions**

The Council, taking into consideration the capital expenditure necessary for the provision of infrastructure, will require the payment of financial contributions in accordance with the Development Contributions Scheme.

Developers may also be required to carry out works at their own expense which facilitates their development and these will be specified as a condition of their planning permission.

#### **10.18 Future Publications, Standards and Guidelines**

The Council will continue, during the course of the Plan period, to prepare and make available to the public technical and design guidelines on matters affecting the planning and sustainable development of the county.

#### **10.19 Digitised Planning Applications**

The Council will require all applications over three housing units and for all commercial developments to provide site drawings to fit into National Grid Co-ordinates in order to comply with the requirements for Geographical Information System (GIS) mapping and inventory. This will lead also to a more efficient process in calculating site coverage and residential densities on applications.

\*In determining the method of security, previous records of applicants compliance and construction standard will be taken into account.



appendices

# Appendix 1

## Native trees & Shrubs. Planting & location advice

| Common name                | Latin name                   | Height (max) | Suitable for public open spaces | Suitable for streets and confined spaces | Suitable for tubs, containers and raised beds etc. | Guide to planting: See key below |
|----------------------------|------------------------------|--------------|---------------------------------|--|--|----------------------------------|
| Alder                      | <i>Alnus glutinosa</i>       | 22m          | Yes                             | No                                       | Yes  | ADPS                             |
| Alder Buckthorn            | <i>Frangula alnus</i>        | 6m           | Yes                             | No                                       | Yes  | D                                |
| Ash                        | <i>Fraxinus excelsior</i>    | 28m          | Yes                             | No                                       | No   | ADIPS                            |
| Aspen                      | <i>Populus tremula</i>       | 24m          | Yes                             | No                                       | No   | DPSV <sup>1</sup>                |
| Arbutus (strawberry tree)  | <i>Arbutus unedo</i>         | 8m           | Yes                             | No                                       | Yes  | <sup>2</sup>                     |
| Bramble                    | <i>Rubus fruticosus</i>      | 2m           | No                              | No                                       | No   | C/ H <sup>3</sup>                |
| Broom                      | <i>Cytisus scoparius</i>     | 2m           | Yes                             | No                                       | Yes  | <sup>4</sup>                     |
| Burnet Rose                | <i>Rosa pimpinellifolia</i>  | 2m           | Yes                             | No                                       | Yes, but vigorous                                  | C/H <sup>5</sup>                 |
| Common (or European) Gorse | <i>Ulex europeus</i>         | 2.5m         | Yes                             | No                                       | In a rural setting                                 | HV                               |
| Crab Apple                 | <i>Malus sylvestris</i>      | 6m           | Yes                             | No                                       | No   | AHIP                             |
| Dog Rose                   | <i>Rosa canina</i>           | 2m           | Yes                             | No                                       | Yes. Vigorous                                      | C/H                              |
| Downy Birch                | <i>Betula pubescens</i>      | 18m          | Yes                             | Yes                                      | Yes  | ADIP                             |
| Elder                      | <i>Sambucus nigra</i>        | 6m           | In hedge                        | No                                       | No   | V                                |
| Gelder Rose                | <i>Viburnum opulus</i>       | 4.5m         | Yes                             | No                                       | No   | DH                               |
| Hawthorn                   | <i>Crataegus monogyna</i>    | 9m           | Yes                             | Yes                                      | Yes  | AHIPS                            |
| Hazel                      | <i>Corylus avellana</i>      | 6m           | Yes                             | No                                       | No   | AHS                              |
| Holly                      | <i>Ilex aquifolium</i>       | 15m          | Yes                             | Yes                                      | Yes  | AHPS                             |
| Honeysuckle                | <i>Lonicera periclymenum</i> | climber      | Yes                             | On walls                                 | No   | C                                |
| Ivy                        | <i>Hedera helix</i>          | climber      | Yes                             | Yes                                      | Yes  | C                                |
| Juniper                    | <i>Juniperus communis</i>    | 6m           | Yes                             | No                                       | No   | S                                |
| Pedunculate Oak            | <i>Quercus robur</i>         | 30m          | Yes                             | No                                       | No   | AI <sup>6</sup>                  |
| Rowan or Mountain Ash      | <i>Sorbus aucuparia</i>      | 9m           | Yes                             | Yes                                      | Yes  | ADHIP                            |
| Scots Pine                 | <i>Pinus sylvestris</i>      | 24m          | Yes                             | No                                       | No   | AI                               |
| Sessile Oak                | <i>Quercus petraea</i>       | 30m          | Yes                             | No                                       | No   | AI <sup>6</sup>                  |
| Sliver Birch               | <i>Betula pendula</i>        | 18m          | Yes                             | Yes                                      | Yes  | ADIP                             |
| Sloe, Blackthorn           | <i>Prunus spinosa</i>        | 3m           | Yes                             | No                                       | No   | AHPV                             |
| Spindle                    | <i>Euonymus europaeus</i>    | 7.5m         | Yes                             | No                                       | No   | H                                |
| Whitebeam spp.             | <i>Sorbus aria</i>           | 12           | Yes                             | Yes                                      | Yes  | IPS                              |
| Wild Cherry                | <i>Prunus avium</i>          | 15m          | Yes                             | Yes                                      | Yes  | AHI                              |
| Wild Privet                | <i>Ligustrum vulgare</i>     | 3m           | Yes                             | Yes                                      | Yes  | No                               |
| Willow spp.                | <i>Salix</i> spp.            | 6m           | Some                            | No                                       | No   | V <sup>7</sup>                   |
| Wych Elm                   | <i>Ulmus glabra</i>          | 30m          | Yes                             |  | No   | PS                               |
| Yew                        | <i>Taxus baccata</i>         | 14m          | Yes                             | No                                       | Yes  | AIPS                             |

- A** Grows in a wide variety of soils  
**C** Climber  
**H** Suitable for hedging  
**I** Suitable as an individual tree  
**D** Tolerates or prefers damp conditions  
**P** Tolerates smoke or pollution  
**S** Tolerates shades  
**V** Invasive

- <sup>1</sup> Not close to buildings or services.  
<sup>2</sup> Not frost hardy  
<sup>3</sup> Tends to be invasive  
<sup>4</sup> Tolerates dry conditions  
<sup>5</sup> Restricted distribution. Not commonly.  
<sup>6</sup> Only suitable for large spaces  
<sup>7</sup> Not suitable near buildings or services

A Platform For Change 2000-2016, Dublin Transportation Office (DTO), 2001

Affordable Housing/Shared Ownership Scheme

Architectural Heritage Protection, Guidelines for the Planning Authorities (Draft December 2001), DoELG 2001

Barcelona Declaration on Disability, EU

Birds Directive, EU (Council Directive 79/409/EEC)

Buildings for Everyone, National Disability Authority

Child Care (Pre-School Services) Regulations 1996 & 1997

Childcare Facilities Guidelines for Planning Authorities, 2001 DoELG

County Childcare Strategy

Cycle Track Design Guidelines Manual, Dublin Transportation Office (DTO), 1997

Design Bulletin 32, Residential Roads and Footpaths – Layout Considerations, (2nd edition), British Department of Environment, Transport and the Regions.

Design Manual for Roads and Bridges, National Roads Authority, 2000

‘Preventing and Recycling Waste-Delivering Change’ DoELG policy statement.

Sustainable Rural Housing Guidelines for Planning Authorities, 2005 DoEHLG

Environmental Protection Agency Wastewater Treatment Manuals

EU Directive on Assessment and Management of Environmental Noise

European Communities (Drinking Water) Regulations 2000 (S.I. No. 439 of 2000)

European Community (Environmental Impact Assessment) Regulations 1989 – 1998

Fire & Building Regulations

Habitats Directive, E.U 1992 (Council Directive 92/43/EEC)

Heritage Act 1995

Kildare Draft County Retail Strategy, Kildare County Council

Kildare Housing Strategy, Kildare County Council

Kildare Waste Management Plan 2000, Kildare County Council

Local Government (Planning & Development) Act 2000

Local Government (Planning and Development) Regulations 2001



Naas Integrated Framework Plan for Land Use and Transportation (IFPLUT)

National Development Plan 2000 – 2006, DoE

National heritage Plan 2002, Dept. of Arts, Heritage, Gaeltacht and the Islands

National Play Policy ‘Ready, Steady, Play’, National Children’s Office, 2004

National Spatial Strategy (NSS) 2002 – 2020, DoELG

Plan for Social Housing

Public Lighting in Residential Estates, Electricity Supply Board

Recommendations for Site Development Works for Housing Areas, DoELG 1998

Regional Planning Guidelines for the Greater Dublin Area 2004-2016

Residential Density Guidelines for Planning Authorities 1999, DoELG

Retail Planning Guidelines for Planning Authorities (RPGs), 2000 DoELG

Retail Planning Strategy for the Greater Dublin Area (GDA Strategy), 2001 DTZ

Strategic Environmental Assessment (SEA) Directive (2001/42/EC),  
Guidelines for Regional and Planning Authorities (2004), DoEHLG

Sustainable Development – A Strategy for Ireland 1997, DoE

Strategic Planning Guidelines for the Greater Dublin Area 1999, DoE

Telecommunications Antennae and Support Structures – Guidelines for Planning Authorities, 1996 DoE

The Capital Assistance Scheme and the Capital Loan and Subsidy Scheme

Traveller Accommodation Programme 2005-2008, Kildare County Council

Waste Management Act 1996

Waste Management, Changing Our Ways, Policy statement, 1998, DoELG.

Water Framework Directive 2000

Water Services Investment Programme – Assessment of Needs 2007 – 2012, Kildare County Council

Water Strategy for County Kildare, Kildare County Council

Wildlife Act 1976 and Amendment 2000

## Appendix 3

# List of Abbreviations

|        |  |
|--------|--|
| ACA    | Architectural Conservation Area                                |
| CDB    | County Development Board                                       |
| CSO    | Central Statistics Office                                      |
| DED    | District Electoral Division                                    |
| DoE    | Department of Environment                                      |
| DoELG  | Dept of Environment and Local Government                       |
| DoEHLG | Dept of Environment, Heritage and Local Government             |
| DTO    | Dublin Transportation Office                                   |
| EIA    | Environmental Impact Assessment                                |
| EIS    | Environmental Impact Statement                                 |
| EPA    | Environmental Protection Agency                                |
| ESB    | Electricity Supply Board                                       |
| EU     | European Union   |
| GDA    | Greater Dublin Area  |
| GSI    | Geological Survey of Ireland                                   |
| HGV    | Heavy Goods Vehicle  |
| HSA    | Health and Safety Authority                                    |
| ICT    | Information and Communication Technology                       |
| IFPLUT | Integrated Framework Plan for Land Use and Transportation      |
| LUTS   | Land Use and Transportation Study                              |
| NDP    | National Development Plan                                      |
| NHA    | Natural Heritage Area  |
| NIAH   | National Inventory of Architectural Heritage                   |
| NRA    | National Roads Authority                                       |
| NSS    | National Spatial Strategy                                      |
| RMP    | Record of Monuments and Places                                 |
| RPG    | Regional Planning Guidelines                                   |
| RPG*   | Retail Planning Guidelines                                     |
| RPS    | Record of Protected Structures                                 |
| SAC    | Special Areas of Conservation                                  |
| SPA    | Special Protection Areas                                       |
| SPGGDA | Strategic Planning Guidelines for the Greater Dublin Area 1999 |
| TPO    | Tree Preservation Order  |
| WFD    | Water Framework Directive                                      |

\* - RPG is an abbreviation for Retail Planning Guidelines in Chapter 5 only.

### Introduction

This report has been prepared in accordance with section 10 (5)(a) of the Planning and Development Act 2000, which states that ‘a *Development Plan shall contain information on the likely and significant effects on the environment of implementing the plan*’. This requirement was in anticipation of the implementation of the EU Strategic Environmental Assessment Directive by 2004<sup>1</sup>. The current assessment as prescribed under the Act is an integral and valuable part of the Development Plan process as it illustrates how environmental concerns have been fully integrated into the plan making process.

The value and purpose in Evaluating the Environmental Impact is to:

- identify key policies and objectives that have the potential to conflict with one another and also the environmental implications of those policies.
- identify the positive environmental effects of the plan, how it has addressed environmental issues and reinforces the strategy chosen.
- demonstrate to users of the Development Plan, how the policies and objectives have regard to environmental matters.

This process is intended to appraise the Naas Town Development Plan. However, it is not a detailed assessment of the Plan as would be typically carried out for the purpose of an Environmental Impact Assessment (EIA) in relation to specific development proposals.

In this section the policies and objectives included in the Plan in a strategic form are assessed under the following headings:

- Human Beings
- Flora
- Fauna
- Soil
- Water
- Air
- Climate
- Landscape
- Material Assets
- Cultural Heritage
- Interaction between the foregoing

Section II, briefly gives a strategic assessment of the main sections of the Development Plan which deals with the plan’s policies and objectives, and the resultant environmental ramifications.

<sup>1</sup>The Minister for the Environment, Heritage and Local Government published Guidelines for Regional and Planning Authorities on Implementation of Directive 2001/42/EC on Assessment on the Effects of Certain Plans and Programmes on the Environment – commonly known as the “SEA Directive” in November 2004.

## Section One

### Principles of Sustainability

The strategy options for the future development of the plan were devised having regard to a number of sustainable principles. The recommended strategy is generally based on the strategy outlined in the Naas Integrated Framework Plan for Land Use and Transportation (IFPLUTs Study). This study was informed by extensive policy framework documents at national, regional, county and local level. Various scenarios for addressing future expansion of the town were assessed under the principles of sustainable development, namely:

- A Unrestrained
- B Dispersed
- C Balanced Employment
- D High Density in North-West Sector
- E High Density around Town Centre

Following an evaluation of the options and consideration of the most appropriate urban design, land use and transportation option, the preferred scenario, a combination of 'D' and 'E', was formulated around an integrated public transportation corridor linking public transport (Sallins Railway) through an employment centre (Millennium Park) surrounded by a high quality residential environment inextricably linked to the town centre.

This selected strategy of development in the 'Northwest Quarter' outlined in the IFPLUT has been expanded and modified for the Naas Town Development Plan. It has been chosen for the following reasons:

- It promotes compact urban development, integrated with public transport and provides key areas for employment, enterprise and commercial development.
- Creation of a public transport link between the town and Sallins through Millennium Park, new residential neighbourhoods, expanded and existing town centre.
- Expansion of the town centre to provide for new retail, commercial, community and residential uses.
- Development, particularly retail, is encouraged to occur in a sequential manner from the town centre, so as to protect the vibrancy and vitality of the existing town centre.
- The strategy encourages the development of under utilised and brownfield sites in and around the town centre.
- The strategy facilitates the creation of new residential neighbourhoods places within reasonable walking and cycling distance from the town centre and neighbourhood centres thus, minimising the demand for car generated trips.
- Creation of new local neighbourhood centres as the focus of local shops, services and community activity.
- Creation of 8,000 new jobs primarily in the existing and expanded town centre and Millennium Park.

- The strategy minimises ribbon development and urban sprawl and as a result increases the opportunity to provide public transport, local services such as neighbourhood centres and minimising unnecessary development of Greenfield development.
- The strategy seeks to protect the countryside and agricultural landbank from urban generated development pressure by advocating higher densities within the Development Plan envelop.
- It protects key environmentally sensitive areas through the development of a strategic Green-Belt/Future Park.

The Naas Town Development Plan also promotes the role of Naas as a Large Growth Town 1 within the Primary Dynamic Cluster of Naas-Newbridge-Kilcullen as outlined in the Regional Planning Guidelines (2004). At a regional level this is important in promoting balanced economic and population growth, addressing some of the unsustainable growth patterns experienced in the Greater Dublin Area. This is deemed to have a positive environmental and economic impact at a regional scale.

### **Human Beings**

The overall strategy will promote and provide for a mix of uses within Naas to cater for all aspects of regular daily activities such as living requirements/homes, working, shopping, the need for community facilities such as crèches, schools and recreational facilities. This shall be achieved through the development of a number of neighbourhood centres together with the concentration of retail/commercial development at the town centre in line with the sequential approach to retail development.

The cumulative effect of the policies included in the Plan pertaining to retail, transportation, employment, recreation and community facilities, open space, culture, and residential development inclusive of the creation of a network of neighbourhoods, aim to develop Naas as an attractive place in which to live and work and do business and provide an unparalleled quality of life for all its residents. This is reinforced by the Council's policy to request a community impact assessment for large developments in order to assess the developments potential impact on the local services.

### **Flora and Fauna**

The section on Natural Heritage discussed the various habitats and significant environmental elements to be found in Naas. The written statement outlines significant stands and individual trees, woodlands and ecologically sensitive sites in Naas which are to be protected. The Natural Heritage Including Views and Prospects Map outlines the Council's commitment to preserving the Towns natural heritage. The Naas Town Development Plan endeavours to protect these areas where possible and encourage their incorporation into open spaces and amenity area layouts. The Planning Authority acknowledges that the future development of Naas has the potential to lead to some negative environmental impacts. It is also the policy of the Council to have regard to the condition, location and accessibility of heritage items in the planning and provision of services.

The Council will, in all cases, seek to mitigate any potential impact on the natural heritage in co-operation with the relevant statutory authorities, and ensure that any substantial developments are



submitted with accompanying Environmental Impact Statements. It is anticipated that the realisation of the IFPLUTs Strategy, upon which this Plan has been developed, will not result in significant adverse environmental impacts being experienced.

### **Soil**

The geology type in the Plan area is comprised of principally grey brown podzolics in the north, southeast and southwest. There are also a complex of mixed mineral soils in the northeast, of which no special or noteworthy conditions have been noted.

### **Water**

It is accepted that all future development has the potential to increase the rate of surface water run-off and thus increase the potential for flooding. Surface run-off from urban areas gathers pollution from streets, footpaths and buildings (e.g. rubbish and oil residue from cars) and deposits them in rivers and streams as it journeys back to the water table. To encourage water conservation, It is Council policy to promote water conservation measures within the Town Council and environs by encouraging the installation of water meters in all new residential units and in units where planning permission is required for an extension as well as the implementation of the Polluter Pays Principle for non-domestic users. This will help alleviate current supply, which is nearing capacity, and ensure a reduction in water pollution to help comply with the European Union Water Drinking Directive. The Naas Town Development Plan strives to ensure that an appropriate level of water supply is available for domestic, commercial and industrial use over the period of the plan.

### **Air**

Higher residential densities (particularly in the town centre and around neighbourhood centres), increased accessibility to public transport, a cycle and pedestrian network and improved provision of local employment, services and facilities can help reduce the need to travel and promote the use of alternative modes of transport to that of the car, thus reducing transport related emissions such as carbon dioxide, nitrogen oxides and air particles. The Development Plan highlights a number of significant tree groups, which will be protected from development. The Council also advocates careful consideration when selecting plant species for landscaping, and should reflect the proposed location of the site and its attendant character such as: soil conditions, pollution, safety, maintenance requirements, the possibility of vandalism of the site, and aesthetic potential. The variety and type of indigenous shrubs and trees are contained in Appendix 1 of the Plan. These, along with future planting policies will assist in air purification and help achieve the carbon balance.

### **Climate**

The zoning of lands for most purposes results in unavoidable increased air pollution, which in turn contributes, albeit insignificantly, to global climate change. More intensive development areas, particularly associated with some areas of higher density development are likely to affect the microclimate of the sites within which they are situated. This however, will be offset by the advantages of higher densities. In considering the policies and objectives for this plan significant regard was given to the requirements of the Environmental Protection Agency and EU policy pertaining to same.

**Landscape**

The Development Plan strategy involves the urbanisation of lands that were, by and large, previously used for agricultural purposes. This will inevitably result in the depletion of agricultural land. However, this is deemed to be acceptable in order to accommodate the estimated increase in population, bearing in mind that existing zoned residential lands have not and may not be released for development over the period of the Plan. Correspondingly, economic growth and development is primarily linked to a growth in population and employment, and the Council must ensure that sufficient lands are zoned to facilitate expansion in the employment and services sectors. Those lands and areas that represent the most important ecological habitats and landscape features have been reserved in the interest of biodiversity, visual amenity and public open space so as to reduce the overall visual impact. It is the aim of the Council to protect the town's architectural heritage and to encourage sensitive sustainable development so as to ensure its survival and maintenance for the future.

**Material Assets**

This includes both natural and man-made assets. Natural assets are discussed in detail in Section II while some of the material assets that relate to heritage are addressed below in the section on Cultural Heritage. Other material assets might include the existing infrastructure in the area including services such as water, roads and wastewater infrastructure and the built environment. No significant impacts are expected to material assets and improvements to the existing infrastructure and road network are planned for the area. The strategy aims to maximise the development potential of existing material assets such as roads and infrastructure by concentrating development where these services exist.

**Cultural Heritage**

Cultural Heritage encompasses the combined disciplines of archaeology, architecture, urban design, monuments and decorative features. It enables links to be made with the past which enrich the understanding of culture and places current times in an historical context. Chapter One of the Development Plan addresses in detail the historic development of the town. The historic centre of Naas is of high architectural and civic quality. Under Chapter Eight, the Council identifies an Architectural Conservation Area (ACA) for the historic centre and provides policies for the protection and enhancement of the area's heritage. An archaeological zone and key sites under the Record of Monuments and Places (RMP) are also identified on the Archaeological & Natural Heritage Maps, including views to be preserved. The Record of Protected Structures (RPS) can also be found in Chapter Eight. The policies contained throughout this chapter will ensure that the natural, built and cultural heritage of Naas is protected and preserved for the future generations of the town to appreciate and enjoy.

**Interaction of the Foregoing**

Many of the elements listed above are inter-linked and in some cases are reliant on each other. No significant and likely impacts have been identified.

## Section Two

Key Section Elements: Assessed From a Strategic Environmental Impact

### **Economic Development**

Sustainable economic development seeks to achieve the balance of optimising the output from available resources to achieve current objectives in a way that enables future generations meet their own needs and objectives in due course. The cumulative effects of the policies in this section aim to provide sustainable economic development and local employment in the long term. The 'Future Employment, Enterprise and Economic Strategy' is integral to the overall development for the town and has been promoted in areas with minimum environmental cost through effective and efficient deployment of resources in locations that will attract and sustain indigenous and foreign direct job creating investment.

### **Infrastructure**

This section outlines the capacity of the existing water and wastewater treatment facilities in the town, as well as future plans to accommodate the projected growth in population in a sustainable and environmentally sensitive manner. Policies and objectives on waste management and water quality/conservation and other issues are included in order to ensure that potentially negative impacts on the environment are minimised. The Council will also encourage the co-location of telecommunications facilities (e.g. broadband, cable etc) and ensure all telecommunications infrastructure is adequately screened to minimise any adverse visual impacts on the environment.

### **Transportation**

The transportation policy was developed on the basis of the Naas IFPLUTs Plan. The vision promoted in the plan is of a sustainable and efficient town, which provides an integrated land use and transportation strategy in Naas up to 2020. The transportation policy reflects the general policy to reduce the number of car generated trips through integrating land use and transportation, facilitating infrastructure and encouraging alternative modes of transport such as walking and cycling. It also aims to improve general circulation and transport links locally within the town and on a more strategic level within Greater Dublin Area.

### **Retail**

The retail strategy for Naas over the period of the Plan was formulated upon national, regional and county policies. Since the publication of the Retail Planning Guidelines, local authorities are required to prepare retail policies for their administrative area, which are to be included in future development plans. Naas is designated as a Level 2 Tier 3 centre in the national retail hierarchy. Naas is the administrative capital and county town in Kildare. In respect of its retail profile and importance, there is a need for Naas to grow into a centre of greater regional importance in order for the county to have a greater retention of spending and in parallel, to significantly improve the town's attraction for visitor and tourism expenditure.

A retail strategy for Naas, inclusive of town centre improvements, was formulated upon the basis of the 'County Kildare Retail Hierarchy'. In general, the sequential approach is encouraged favouring

town centre and edge of centre sites over out of town greenfield sites. The Council will review and monitor retail trends that could have an influence on the performance of retailing in Naas and will pursue new concepts and formats that are in accord with the framework provided by the Retail Planning Guidelines, the GDA Strategy and Draft County Retail Strategy. This chapter aims to enhance the image of the town and the quality of life of its inhabitants. In improving the attractiveness of the physical environment, the economic and social environment will be enhanced, possibly generating inward investment, with positive benefits in terms of employment.

### **Town Centre, Urban Renewal and Regeneration**

The cumulative strength of the policies in this section will safeguard the long-term viability and vitality of the town centre. Policies are aimed at improving the visual appearance and public realm of the town centre and to the strengthening of the town core, thus safeguarding the role of Naas as a Level 2 Town and providing for economic sustainability.

The town centre displays some significant areas of under utilised, vacant and brownfield sites in addition to some derelict and vacant buildings. There are also many sites in the vicinity of the Abbey Street and Corban's Lane, which have significant potential for redevelopment and rejuvenation. The Development Plan promotes the appropriate development of these areas, so as to support the existing infrastructure of the town centre and maintain its vibrancy and vitality. This is deemed to be more appropriate and environmentally sustainable over the period of the Plan.

### **Housing**

The Council has statutory obligations to ensure that sufficient land is zoned for all types of housing to meet the Town's projected housing requirements over the plan period. The aim of the Plan is to ensure that there is adequate land available in appropriate locations for housing and to have clear policies regarding proposals to build new houses, whether individual units or schemes. Policies in this chapter echo the requirements of the overall development strategy for the town as they encourage higher densities adjacent to town centre, neighbourhood centres and adjacent to proposed transportation nodes and strategic corridors. The Development Plan ensures that there is significant land to cater for market needs, projected population increases and the accommodation of any future growth associated with the designation of Naas as part of the Primary Dynamic Cluster under the Regional Planning Guidelines. The Development Plan also includes the Kildare Housing Strategy (Appendix 5), aiming to reduce the incidence of social segregation and promote social and affordable housing thus contributing to an overall positive impact on the environment-socially, physically and economically.

### **Community Facilities**

Building strong, inclusive communities is a key element in achieving sustainable development objectives. Sustainable communities require, not only economic development, but also provision of and access to education, health and community support services, amenities and leisure services and a good quality built environment.

This section expands social development in Naas through;

**Social Inclusion** – creating inclusive, equitable communities

**Social Capital** – creating opportunities for interaction

**Social Wealth** – providing services, facilities and an attractive place to live

The strategic goal over the period of the Plan is to make Naas an attractive place to live and work by building strong, inclusive communities that have a sense of place and belonging, with adequate provision of and access to services and facilities to meet the needs of the town's growing population.

### **Land Use Zonings**

This chapter outlines the main zoning objectives and policies for the existing and future land use zonings over the period of this Plan. All of the zonings have been assessed in accordance with those key factors (A – J) as set out under Chapter 7. The purpose of land use zoning is to indicate to property owners and to the general public the types of development, which the Council considers most appropriate in each zone. In the promotion of redevelopment and urban renewal, this allows the developer to plan investment with some certainty. In the control of development, zoning seeks to demarcate competing and incompatible uses in order to promote greater environmental quality. In order to consolidate the Town and encourage the efficient use of the infrastructure, many zonings are proposed within the proposed distributor roads. This reinforces the IFPLUT's vision as Naas develops into a self sustaining town within the wider context of the GDA. The Council have also proposed a Local Area Plan, an Action Area Plan and a Masterplan at various locations. In addition, developers will also be required to submit a social infrastructure assessment that demonstrates that key infrastructure and facilities are available to adequately service specific areas.

### **Heritage, Tourism & Environment**

Policies in this section are mainly concerned with safeguarding the built, natural, archaeological and cultural heritage of Naas town and to afford identified sites, species, monuments, artefacts and particular areas relevant statutory protection. Buildings and features of architectural and archaeological importance are registered in the Record of Protected Structures and Record of Monuments and Places. Policies also ensure that future development is sympathetic to the historic and existing development pattern through the establishment of an Architectural Conservation Area (ACA) of the historical town core. Overall the policies and objectives seek to ensure that modern development sensitively integrates with the past form and enhance the built environment.

### **Recreation and Amenity**

The Development Plan aims to expand on the existing provision of recreational and amenity facilities in Naas through the identification of a number of areas to be developed for such purposes. A number of areas are zoned for open space purposes in order to protect this functional amenity space. The Plan has also identified a large Green-Belt/Future Park along the Grand Canal which has the potential to develop into a strategic green lung for Naas in future development plans. Jigginstown Castle has also been designated as a Green Belt/Future Park. These areas provide important opportunities for recreation but also have visual, social and ecological qualities. It is considered desirable to protect and enhance these areas and to retain public access where possible.

### **Conclusions**

The evaluation of the likely environmental impact outlined above provides an explicit, systematic and iterative review of the Naas Development Plan's policies and objectives and their individual and combined impacts on the environment.



The Development Plan's policies and objectives are successful in addressing issues concerning the quality of the local environment. Most policies have positive implications for the landscape, the townscape and overall quality of life for the residents and visitors of Naas. Policies concerned with a concentrated settlement structure and the provision of alternatives to car-based journeys show awareness to global issues and make vital contributions towards the achievement of transport, energy efficiency and the conservation of natural resources. There are very few policies that show a significant negative impact and those that do were weighed up against alternatives that cause more significant environmental degradation.

The overall conclusion to be drawn is that the Naas Town Development Plan provides a balance in terms of resolving likely adverse environmental impacts of development and economic growth, with the need to ensure a good level of protection and safeguarding of the natural landscape and environment.

Published in accordance with Part V  
of the Planning and Development Act 2000-2004

### Introduction

This purpose of this document is to chart a course for the development of housing in County Kildare for the period 2005-2011. It assesses the need for housing and puts forward strategies for meeting it.

This strategy is drawn up for the entire county of Kildare including the urban districts of Naas and Athy. It is intended to serve the needs of all who are concerned in dealing with housing issues, including individual citizens, housing associations and other voluntary organisations working in this area, house builders, landowners, elected representatives, house designers and local authority staff.

The report of the County Manager under Section 15(2) of the Planning and Development Act 2000 shall include a review of the progress achieved in implementing the housing strategy.

## PART 1: HOUSING REQUIREMENTS

### 1.0 Back ground

### 1.1 Objectives

The Planning and Development Acts 2000-2002 stipulate that planning authorities, in formulating the County Housing Strategy should have regard to the following points:

- Ensuring a range of housing for residents with different income levels: ref. Section 94(3)b;
- Making provision for social and affordable housing: ref. Section 94(4)c;
- Defining affordability in terms of capacity of eligible persons to service a mortgage based on a defined level of income and loan to value ratio: ref. Section 93(1)

## 1.2 Assumptions

Throughout the following calculations and subsequent analysis a number of reasonable assumptions have been made. Where possible data at county level has been used, for example by surveying local auctioneers and valuers. If this has not been possible data has been accessed at the regional level, i.e. in terms of income information. If necessary, adjustments have been made to the higher-level data in order to make it more appropriate to the County-level situation.

## 1.3 Approach

This analysis sets out to determine housing affordability by analysing county-level estimates of population, household size, household income, and house prices.

## 1.4 Method & Sources

Data has been collated from a number of sources including the Census of Population, the Central Statistics Office (CSO), the Department of the Environment, Heritage and Local Government, ESRI, and auctioneers and valuers within the County.

## 1.5 National and Regional Context

Recent years have seen unprecedented growth in housing construction in the State, with the 2004 forecast for housing completions at 80,000 plus - well in excess of anything previously seen. This number of completions for a population of 4 million, compares with 400,000 starts in Germany for a population of 80 million. Yet prices continue to rise.

However, after Ireland's period of unprecedented economic growth, some commentators are now reporting a slow down in the residential housing market and are warning of the 'danger' of price falls.

As far as future house completions are concerned, however, Kildare is constrained, in planning terms, by the recently issued Regional Planning Guidelines, which set a housing construction target of 16,950 for Kildare in the period 2003 to 2010.

The Guidelines indicate that to achieve and facilitate the projected population and household levels, Planning Authorities should:

- Ensure that sufficient amounts of lands are zoned and serviced in the centres as selected for increased future development in the settlement strategy. This is designed to contribute to establishing a strong urban structure throughout the area and in turn reinforce strong performing and robust economic conditions necessary to the achievement of regional balanced development.
- Support the provision of infrastructure, including public transport infrastructure.
- Encourage and attract employment sources.
- Ensure the delivery of social, community and cultural infrastructure to contribute to the population's quality of life.

## PART 2: HOUSING REQUIREMENTS ANALYSIS

### 2.1 Population Projections & Household Data

Population projections have been made using a cohort survival population model, using a 2002 Census of Population base, with household and population changes adjusted to conform to the Regional Planning Guidelines to 2010.<sup>1</sup>

Table 2.1 Adjusted Household Numbers and Population Projections - County Kildare

| Year | Household Numbers | Additional Households | Average Household Size | Population |
|------|-------------------|-----------------------|------------------------|------------|
| 2002 | 50,914            | -                     | 3.22                   | 163,944    |
| 2003 | 53,204            | 2,290                 | 3.15                   | 167,539    |
| 2004 | 55,323            | 2,118                 | 3.08                   | 170,283    |
| 2005 | 57,659            | 2,337                 | 3.01                   | 173,378    |
| 2006 | 59,793            | 2,134                 | 2.94                   | 175,549    |
| 2007 | 61,951            | 2,158                 | 2.86                   | 177,485    |
| 2008 | 64,068            | 2,117                 | 2.79                   | 178,999    |
| 2009 | 66,199            | 2,131                 | 2.72                   | 180,252    |
| 2010 | 68,274            | 2,075                 | 2.65                   | 181,053    |
| 2011 | 70,352            | 2,079                 | 2.65                   | 186,433    |

Table 2.1 shows that on this basis, the number of households is projected to increase from 50,914 in 2002 to 70,352 in 2011, and that the average household size will fall from 3.22 to 2.65 over the same period.

### 2.2 Household Income Data Projections

Having established the population and household base, it is necessary to forecast the county-specific household disposable income. This will be done for the period 2000 to 2011.

An essential element of the housing demand analysis is ensuring that the recommendations are based on an accurate assessment of household incomes. Material has been sourced from the Household Budget Survey and the Household Incomes - Regions and Counties publications, both produced by the CSO.

The following calculations are necessary to produce a picture of household disposable income in the chosen base year of 2000.

<sup>1</sup>The Regional Planning Guidelines envisage 16,950 housing units being constructed in Kildare between 2003 and 2010 (2,421 per annum on average). This Strategy (and the Draft County Plan) envisages 22,564 houses constructed in the period 2002 to 2011, or 2,507 per annum. The net household increase, set out in Table 2.1 of this strategy, is 2,160 per annum, or 86% of annual construction. This is also in conformity with the regional planning guidelines. The fall in average household size adopted here is also broadly in line with the RPG's. A slower fall would result in a higher population estimate than that set out in Table 2.1. For example, a household size of 3.0 would indicate a population of 201,000 in year 2011. A fall in the necessary 'excess' construction to deal with obsolescence and second homes, would also result in a population increase. The RPG assumption is 13% in the period.

Table 2.2 Estimated Distribution of Household Disposable Income - Kildare, Year 2000

| Income Ranges | Weekly Disposable Income (€) | Households in each Category (%) | Average Annual Disposable Household Income (€) | County Kildare Inflater (see Table 2.2a) | Average Annual Disposable Household Income (Kildare €) |
|---------------|------------------------------|---------------------------------|--|--|--|
|               |                              | 1                               | 2  | 3  | 4 (2*3)  |
| 1st Decile    | < 126.49                     | 9.0 %                           | 5,561  | 105.2                                    | 5,850  |
| 2nd Decile    | 205.70                       | 10.1 %                          | 8,581  | 105.2                                    | 9,027  |
| 3rd Decile    | 293.26                       | 9.8%                            | 12,136   | 105.2                                    | 12,767   |
| 4th Decile    | 386.50                       | 9.4 %                           | 16,649   | 105.2                                    | 17,515   |
| 5th Decile    | 530.64                       | 9.4 %                           | 21,097   | 105.2                                    | 22,194   |
| 6th Decile    | 658.72                       | 10.5 %                          | 26,976   | 105.2                                    | 28,379   |
| 7th Decile    | 782.20                       | 10.5 %                          | 31,023   | 105.2                                    | 32,636   |
| 8th Decile    | 973.14                       | 9.8 %                           | 36,085   | 105.2                                    | 37,961   |
| 9th Decile    | 1302.56                      | 10.3 %                          | 46,871   | 105.2                                    | 49,308   |
| 10th Decile   | > 1302.56                    | 11.2 %                          | 71,997   | 105.2                                    | 75,741   |
| <b>TOTAL</b>  |                              | <b>100 %</b>                    |  |  |  |

\* Totals may not sum due to rounding errors

Table 2.2 provides an indication of the level of income available to households in particular deciles. The calculation process was as follows:

1. Figures for weekly disposable income; percentage of households in each category and average annual disposable income, were supplied on a regional basis (i.e. Mid East Region) by the CSO.
2. In order to establish the average annual disposable income for County Kildare it was necessary to investigate the differential between income for the county and the region. This process is illustrated below in Table 2.2a, which produces an inflator figure of 105.2%, on average, for the period 1995 to 2000.

Table 2.2a National, Regional and County - Estimate of Disposable Income (€)

| Area                  | 1995   | 1996   | 1997                          | 1998   | 1999   | 2000   |
|-----------------------|--------|--------|-------------------------------|--------|--------|--------|
| State                 | 9,014  | 9,641  | 10,515                        | 11,702 | 13,084 | 14,592 |
| Region (Mid-East)     | 8,660  | 9,373  | 10,343                        | 11,307 | 13,069 | 14,376 |
| Kildare               | 8,921  | 9,710  | 10,907                        | 11,897 | 14,053 | 15,351 |
| Kildare (% of Region) | 103.0% | 103.6% | 105.4%                        | 105.2% | 107.5% | 106.7% |
|                       |        |        | Kildare 1995-2000 Average (%) |        |        | 105.2% |

Source: CSO, County Incomes and Regional GDP, 2000.



It is now necessary to project forward the likely increase in disposable income for households within County Kildare. Updated figures for income inflators have been sourced from the ESRI. Figures for 2001-2002 have been taken from the Quarterly Economic Commentary (Summer 2002), and figures for 2003 to 2010 are from the ESRI Medium Term Review 2003-2007.

Table 2.3 Household Income Distribution - County Kildare, 2000-2001

| Income Ranges | Average Annual Disposable Income (€) | Disposable Income 2000 - 2011 (€ at current prices) |        |         |         |         |         |         |         |         |         |         |      |
|---------------|--------------------------------------|---|--------|---------|---------|---------|---------|---------|---------|---------|---------|---------|------|
|               |                                      | 2000  | 2001   | 2002    | 2003    | 2004    | 2005    | 2006    | 2007    | 2008    | 2009    | 2010    | 2011 |
|               | % Growth                             |   | 12.5   | 9.4     | 9       | 4       | 5.6     | 6.1     | 7       | 7.3     | 7.1     | 7.1     | 7.1  |
| 1st Dec       | 5,850                                | 6,581   | 7,200  | 7,848   | 8,162   | 8,619   | 9,145   | 9,785   | 10,499  | 11,244  | 12,043  | 12,886  |      |
| 2nd Dec       | 9,027                                | 10,155  | 11,110 | 12,110  | 12,594  | 13,300  | 14,111  | 15,099  | 16,201  | 17,351  | 18,583  | 19,884  |      |
| 3rd Dec       | 12,767                               | 14,363  | 15,713 | 17,127  | 17,812  | 18,810  | 19,957  | 21,354  | 22,913  | 24,540  | 26,282  | 28,122  |      |
| 4th Dec       | 17,515                               | 19,704  | 21,557 | 23,497  | 24,437  | 25,805  | 27,379  | 29,296  | 31,434  | 33,666  | 36,056  | 38,580  |      |
| 5th Dec       | 22,194                               | 24,968  | 27,315 | 29,774  | 30,965  | 32,699  | 34,693  | 37,122  | 39,832  | 42,660  | 45,689  | 48,887  |      |
| 6th Dec       | 28,379                               | 31,926  | 34,927 | 38,071  | 39,594  | 41,811  | 44,361  | 47,467  | 50,932  | 54,548  | 58,421  | 62,510  |      |
| 7th Dec       | 32,636                               | 36,716  | 40,167 | 43,782  | 45,533  | 48,083  | 51,016  | 54,587  | 58,572  | 62,731  | 67,184  | 71,887  |      |
| 8th Dec       | 37,961                               | 42,706  | 46,721 | 50,925  | 52,962  | 55,928  | 59,340  | 63,494  | 68,129  | 72,966  | 78,146  | 83,616  |      |
| 9th Dec       | 49,308                               | 55,472  | 60,686 | 66,148  | 68,793  | 72,646  | 77,077  | 82,473  | 88,493  | 94,776  | 101,505 | 108,610 |      |
| 10th Dec      | 75,741                               | 85,209  | 93,218 | 101,608 | 105,672 | 111,590 | 118,397 | 126,685 | 135,933 | 145,584 | 155,920 | 166,834 |      |

## 2.3 House Price Data Projections

The DoELG circular (HS 4/00) of the 13th of December 2000, recommended that “planning authorities should construct their own forecasts of house price trends in the light of experience and local circumstances as potentially there will be significant variations in house price levels and trends between different areas of the country (and possibly within individual counties) and between different segments of the market..”

In formulating the Housing Strategy for County Kildare a series of consultations were held with a representative selection of auctioneers and valuers throughout the County.

A brief questionnaire was completed over the telephone, or via fax in a small number of cases. The questionnaire set out to establish the following information:

- House price trends over the previous five years;
- Profile of current demand and particular hotspots;
- Level of demand for both social housing and rented accommodation;
- Standard house price bands and distribution;

- Forecast house price trends over the next 5 years;
- Relevancy of the house price projections in the Bacon report;
- Nature of predicted increase in demand; and
- Other issues of relevance to the Housing Strategy.

Average house prices were supplied by the DoELG and compared with responses provided by the auctioneers and valuers. The DoELG figures are reproduced in the table below.

Table 2.4a Average House Prices in County Kildare (€)

| Year | County Kildare (€) | % Change |
|------|--------------------|----------|
| 1995 | 76,838             | -        |
| 1996 | 83,147             | 8.2 %    |
| 1997 | 103,175            | 24.1 %   |
| 1998 | 131,449            | 27.4 %   |
| 1999 | 165,075            | 25.6 %   |
| 2000 | 190,272            | 15.3 %   |
| 2001 | 207,996            | 9.3 %    |
| 2002 | 235,269            | 13.1 %   |

Source: Department of Environment, Heritage and Local Government

Average house prices were supplied by the DoELG based on data compiled from returns made by house purchasers to the Department. These returns relate to all transactions on house purchase during the specified year, whether new or second-hand, where loan or mortgage finance is involved

The market has been largely catering for the first-time buyers with new schemes containing a predominance of 2 and 3 bedroom semi-detached and terraced properties and apartments. Local reports from the building industry suggests that the market for apartments may not be as buoyant as heretofore. The demand for large detached houses also appears strong with such schemes selling quickly.

There appears to be some softening of the rental market with lettings taking longer than recently experienced but apparently without any evidence of significant rent reductions as yet.

House price projections, using the Bacon report, and returns from local auctioneers, are presented in Table 2.4b below.

Table 2.4b House Price Increase Projections

| Year | Bacon Report | County Kildare (Auctioneers' projections) |
|------|--------------|---|
| 2003 | 10.0 %       | 7.0 %                                     |
| 2004 | 8.5 %        | 7.0 %                                     |
| 2005 | 7.5 %        | 7.0 %                                     |
| 2006 | -            | 5.0 %                                     |
| 2007 | -            | *4.0 %                                    |
| 2008 | -            | *4.0 %                                    |
| 2009 | -            | *4.0 %                                    |
| 2010 | -            | *4.0 %                                    |
| 2011 | -            | *4.0 %                                    |

Note: \*Assumption based upon 4% growth 2007-2011.

A distribution of housing units across a number of price bands is now undertaken. This is based upon transaction details provided by the Department of the Environment, Heritage and Local Government and the price bands are also based on information from auctioneers.

Table 2.4c Estimated Housing Stock Value Distribution (2002)

| Range (€)         | % of Kildare Houses |
|-------------------|---------------------|
| 0 - 147,500       | 7.2 %               |
| 147,501 - 163,350 | 7.4 %               |
| 163,351 - 178,200 | 12.5 %              |
| 178,201 - 193,050 | 15.5 %              |
| 193,051 - 207,900 | 9.8 %               |
| 207,001 - 222,750 | 10.2 %              |
| 222,751 - 237,600 | 7.4 %               |
| 237,601 - 267,300 | 8.6 %               |
| 267,301 - 297,000 | 4.2 %               |
| Over 297,000      | 17.2 %              |
| Total             | 100 %               |

Note: above values are based on actual transactions

The house price bands are now inflated, by the forecasts provided by the auctioneers (Table 2.4b above), to provide likely house price bands up to and including 2011.

Results are set out in Table 2.4d overleaf.

Table 2.4d County Kildare House Price Band Inflation

| Year & Average Increase (%) |      | House Price Band (in €) |         |         |         |         |         |         |         |         |        |
|-----------------------------|------|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|--------|
|                             |      | 1                       | 2       | 3       | 4       | 5       | 6       | 7       | 8       | 9       | 10     |
| 2002                        | 8.0% | Up to                   | 147,501 | 163,351 | 178,201 | 193,051 | 207,900 | 222,751 | 237,601 | 267,301 | Over   |
|                             |      | 147,500                 | To      | To      | To      | To      | To      | To      | To      | To      | To     |
|                             |      |                         | 163,350 | 178,200 | 193,050 | 207,900 | 222,750 | 237,600 | 267,300 | 297,000 |        |
|                             |      |                         |         |         |         |         |         |         |         |         |        |
| 2003                        | 7.0% | Up to                   | 159,301 | 176,419 | 192,457 | 208,495 | 224,532 | 240,571 | 256,609 | 288,685 | Over   |
|                             |      | 159,300                 | To      | To      | To      | To      | To      | To      | To      | To      | To     |
|                             |      |                         | 176,418 | 192,456 | 208,494 | 224,532 | 240,570 | 256,608 | 288,684 | 320,760 |        |
|                             |      |                         |         |         |         |         |         |         |         |         |        |
| 2004                        | 7.0% | Up to                   | 170,452 | 188,768 | 205,928 | 223,089 | 240,119 | 257,411 | 274,571 | 308,892 | Over   |
|                             |      | 170,451                 | To      | To      | To      | To      | To      | To      | To      | To      | To     |
|                             |      |                         | 188,767 | 205,927 | 223,088 | 240,118 | 257,410 | 274,570 | 308,891 | 343,213 |        |
|                             |      |                         |         |         |         |         |         |         |         |         |        |
| 2005                        | 7.0% | Up to                   | 182,382 | 201,981 | 220,342 | 238,705 | 256,927 | 275,429 | 293,790 | 330,514 | Over   |
|                             |      | 182,382                 | To      | To      | To      | To      | To      | To      | To      | To      | To     |
|                             |      |                         | 201,980 | 220,341 | 238,704 | 256,926 | 275,428 | 293,789 | 330,513 | 367,238 |        |
|                             |      |                         |         |         |         |         |         |         |         |         |        |
| 2006                        | 5.0% | Up to                   | 195,149 | 216,120 | 235,767 | 255,414 | 274,912 | 294,709 | 314,356 | 353,650 | Over   |
|                             |      | 195,148                 | To      | To      | To      | To      | To      | To      | To      | To      | To     |
|                             |      |                         | 216,119 | 235,766 | 255,413 | 274,911 | 294,708 | 314,355 | 353,649 | 392,944 |        |
|                             |      |                         |         |         |         |         |         |         |         |         |        |
| 2007                        | 4.0% | Up to                   | 204,907 | 226,926 | 247,555 | 268,185 | 288,657 | 309,445 | 330,072 | 371,332 | Over   |
|                             |      | 204,906                 | To      | To      | To      | To      | To      | To      | To      | To      | To     |
|                             |      |                         | 226,925 | 247,554 | 268,184 | 288,656 | 309,444 | 330,071 | 371,331 | 412,592 |        |
|                             |      |                         |         |         |         |         |         |         |         |         |        |
| 2008                        | 4.0% | Up to                   | 213,102 | 236,003 | 257,457 | 278,912 | 300,203 | 321,823 | 343,275 | 386,186 | Over   |
|                             |      | 213,102                 | To      | To      | To      | To      | To      | To      | To      | To      | To     |
|                             |      |                         | 236,002 | 257,456 | 278,911 | 300,202 | 321,822 | 343,274 | 386,185 | 429,096 |        |
|                             |      |                         |         |         |         |         |         |         |         |         |        |
| 2009                        | 4.0% | Up to                   | 221,627 | 245,443 | 267,755 | 290,068 | 312,212 | 334,695 | 357,006 | 401,633 | Over   |
|                             |      | 221,626                 | To      | To      | To      | To      | To      | To      | To      | To      | To     |
|                             |      |                         | 245,442 | 267,754 | 290,067 | 312,211 | 334,694 | 357,005 | 401,632 | 446,259 |        |
|                             |      |                         |         |         |         |         |         |         |         |         |        |
| 2010                        | 4.0% | Up to                   | 230,492 | 255,261 | 278,465 | 301,671 | 324,700 | 348,083 | 371,287 | 417,698 | Over   |
|                             |      | 230,491                 | To      | To      | To      | To      | To      | To      | To      | To      | To     |
|                             |      |                         | 255,260 | 278,464 | 301,670 | 324,699 | 348,082 | 371,286 | 417,697 | 464,110 |        |
|                             |      |                         |         |         |         |         |         |         |         |         |        |
| 2011                        | 4.0% | Up to                   | 238,900 | 265,471 | 289,604 | 313,738 | 337,688 | 362,006 | 386,138 | 434,406 | Over   |
|                             |      | 238,899                 | To      | To      | To      | To      | To      | To      | To      | To      | To     |
|                             |      |                         | 265,470 | 289,603 | 313,737 | 337,687 | 362,005 | 386,137 | 434,405 | 482,674 |        |
|                             |      |                         |         |         |         |         |         |         |         |         |        |
| % Units per Price Band      |      | 7.2 %                   | 7.4 %   | 12.5 %  | 15.5 %  | 9.8 %   | 10.2 %  | 7.4 %   | 8.6 %   | 4.2 %   | 17.2 % |

## 2.4 Identification of Affordability Thresholds

In order to determine housing affordability it has been necessary in sections 2.1 through 2.3 to analyse county-level estimates of population, household size, household income, and house prices.

The purpose of the analysis is to identify the most expensive house that various households, of varying income, can afford to purchase, and the number of houses that are likely to be supplied in each price range or price band.

The Planning and Development Act (Section 93(1)) sets out the parameters that need to be applied. These are as follows:

- \* yearly loan repayment is less than or equal to 35% of annual income, net of income tax and pay related insurance; and
- \* the loan to value ratio should not exceed 90%.

A number of assumptions are also made, including a 25-year term, and an APR of 6%. This APR is recommended in the DoELG circular of 26th February (HS 3/01, Appendix 3).

These assumptions form the basis of the calculation to establish the size of mortgage that a given income can attract. Table 2.5 below illustrates how, for a fixed house price of €126,974, changes in two of the three variables (interest rate and loan to value ratio) can affect the income threshold at which affordability becomes an issue. Annual disposable income is calculated so that the annual repayment represents 35% of income.

**Table 2.5** Mortgage Servicing Costs under Different Scenarios

| House Price (€)                                    | Loan to Value Ratio | Loan Size (€) | APR  | Term (years) | Monthly Repayment (€) | Annual Repayment (€) | Annual Disposable Income |
|--|---------------------|---------------|------|--------------|-----------------------|----------------------|--------------------------|
| (a) Significance of different loan to value ratios |                     |               |      |              |                       |                      |                          |
| 126,974  | 0.90                | 114,276       | 0.05 | 25           | 668.05                | 8,017                | 22,905                   |
| 126,974  | 0.85                | 107,928       | 0.05 | 25           | 630.93                | 7,571                | 21,631                   |
| 126,974  | 0.80                | 101,580       | 0.05 | 25           | 593.82                | 7,125                | 20,359                   |
| (b) Significance of different interest rates       |                     |               |      |              |                       |                      |                          |
| 126,974  | 0.90                | 114,276       | 0.06 | 25           | 736.28                | 8,835                | 25,244                   |
| 126,974  | 0.90                | 114,276       | 0.07 | 25           | 807.68                | 9,692                | 27,692                   |
| 126,974  | 0.90                | 114,276       | 0.08 | 25           | 881.96                | 10,583               | 30,239                   |



Tables 2.6 a, b and c below show the estimated yearly total household numbers for the period of the Strategy, derived from Table 2.1, and distributed in accordance with the income bands derived from Household Budget Survey and Regional Income data (Table 2.2).

From this, the number of total additional households in each band is calculated by comparing the household numbers for each income band in consecutive years. This provides the total figure shown at the bottom of the table.

**Table 2.6a** Income Distribution of Annual Additional Households

| Income Deciles (%)* | Total Households |               |               |               |               |               |               |               |               |               |
|---------------------|------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
|                     | 2002             | 2003          | 2004          | 2005          | 2006          | 2007          | 2008          | 2009          | 2010          | 2011          |
| 9.0 [1]             | 4,582            | 4,789         | 4,979         | 5,190         | 5,382         | 5,576         | 5,767         | 5,957         | 6,144         | 6,331         |
| 10.1 [2]            | 5,143            | 5,374         | 5,587         | 5,824         | 6,039         | 6,257         | 6,471         | 6,687         | 6,895         | 7,105         |
| 9.8 [3]             | 4,989            | 5,214         | 5,421         | 5,651         | 5,859         | 6,071         | 6,279         | 6,487         | 6,691         | 6,894         |
| 9.4 [4]             | 4,786            | 5,002         | 5,201         | 5,420         | 5,620         | 5,823         | 6,023         | 6,222         | 6,417         | 6,613         |
| 9.4 [5]             | 4,786            | 5,002         | 5,201         | 5,420         | 5,620         | 5,823         | 6,023         | 6,222         | 6,417         | 6,613         |
| 10.5 [6]            | 5,346            | 5,586         | 5,809         | 6,054         | 6,278         | 6,505         | 6,727         | 6,950         | 7,169         | 7,387         |
| 10.5 [7]            | 5,346            | 5,586         | 5,809         | 6,054         | 6,278         | 6,505         | 6,727         | 6,950         | 7,169         | 7,387         |
| 9.8 [8]             | 4,989            | 5,214         | 5,421         | 5,651         | 5,859         | 6,071         | 6,279         | 6,487         | 6,691         | 6,894         |
| 10.3 [9]            | 5,245            | 5,481         | 5,698         | 5,938         | 6,159         | 6,381         | 6,599         | 6,818         | 7,032         | 7,247         |
| 11.2 [10]           | 5,703            | 5,959         | 6,196         | 6,458         | 6,697         | 6,938         | 7,176         | 7,415         | 7,646         | 7,879         |
| <b>Total</b>        | <b>50,914</b>    | <b>53,204</b> | <b>55,323</b> | <b>57,659</b> | <b>59,793</b> | <b>61,951</b> | <b>64,068</b> | <b>66,199</b> | <b>68,274</b> | <b>70,352</b> |

\* Income Decile numbers are in brackets – see Table 2.2. Table totals may not sum due to rounding

**Table 2.6c** Total Additional Households (Per Annum)

|           |        |         |         |         |         |         |         |         |         |         |
|-----------|--------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| 9.0 [1]   | 7,200  | 7,848   | 8,162   | 8,619   | 9,145   | 9,785   | 10,499  | 11,244  | 12,043  | 12,886  |
| 10.1 [2]  | 11,110 | 12,110  | 12,594  | 13,300  | 14,111  | 15,099  | 16,201  | 17,351  | 18,583  | 19,884  |
| 9.8 [3]   | 15,713 | 17,127  | 17,812  | 18,810  | 19,957  | 21,354  | 22,913  | 24,540  | 26,282  | 28,122  |
| 9.4 [4]   | 21,557 | 23,497  | 24,437  | 25,805  | 27,379  | 29,296  | 31,434  | 33,666  | 36,056  | 38,580  |
| 9.4 [5]   | 27,315 | 29,774  | 30,965  | 32,699  | 34,693  | 37,122  | 39,832  | 42,660  | 45,689  | 48,887  |
| 10.5 [6]  | 34,927 | 38,071  | 39,594  | 41,811  | 44,361  | 47,467  | 50,932  | 54,548  | 58,421  | 62,510  |
| 10.5 [7]  | 40,167 | 43,782  | 45,533  | 48,083  | 51,016  | 54,587  | 58,572  | 62,731  | 67,184  | 71,887  |
| 9.8 [8]   | 46,721 | 50,925  | 52,962  | 55,928  | 59,340  | 63,494  | 68,129  | 72,966  | 78,146  | 83,616  |
| 10.3 [9]  | 60,686 | 66,148  | 68,793  | 72,646  | 77,077  | 82,473  | 88,493  | 94,776  | 101,505 | 108,610 |
| 11.2 [10] | 93,218 | 101,608 | 105,672 | 111,590 | 118,397 | 126,685 | 135,933 | 145,584 | 155,920 | 166,834 |

Table 2.6c Total Additional Households (Per Annum)

|              |             |             |             |             |             |             |             |             |              |
|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| 9.0 [1]      | 206         | 191         | 210         | 192         | 194         | 191         | 192         | 187         | 187          |
| 10.1 [2]     | 231         | 214         | 236         | 215         | 218         | 214         | 215         | 210         | 210          |
| 9.8 [3]      | 224         | 208         | 229         | 209         | 211         | 207         | 208         | 204         | 204          |
| 9.4 [4]      | 215         | 199         | 219         | 200         | 203         | 198         | 201         | 195         | 196          |
| 9.4 [5]      | 215         | 199         | 219         | 200         | 203         | 198         | 201         | 195         | 19           |
| 10.5 [6]     | 240         | 223         | 246         | 224         | 226         | 223         | 224         | 218         | 219          |
| 10.5 [7]     | 240         | 223         | 246         | 224         | 226         | 223         | 224         | 218         | 219          |
| 9.8 [8]      | 224         | 208         | 229         | 209         | 211         | 207         | 208         | 204         | 204          |
| 10.3 [9]     | 236         | 218         | 241         | 220         | 222         | 218         | 219         | 214         | 215          |
| 11.2 [10]    | 257         | 238         | 262         | 239         | 241         | 236         | 239         | 233         | 234          |
| <b>Total</b> | <b>2290</b> | <b>2118</b> | <b>2337</b> | <b>2134</b> | <b>2158</b> | <b>2117</b> | <b>2131</b> | <b>2075</b> | <b>2,079</b> |

To assess the price of housing units that each household could afford, the annuity formula was applied to the household incomes shown in Table 2.6 above. A worked example of the annuity formula is shown below.

**Assumptions:**

Loan to Value Ratio = 90%

APR = 6%

Annual Income = 4,770

$$90\% \text{ of House Price} = 35\% * \text{Monthly Income} * \frac{[1 - (1 + \text{APR}/12)^{-25 \text{ years} * 12}]}{[\text{APR}/12]}$$

$$90\%HP = 0.35 * 4,770/12 * \frac{[1 - (1 + 0.06/12)^{-300}]}{[0.06/12]}$$

$$90\%HP = 0.35 * 397.50 * \frac{[1 - 0.224]}{0.005}$$

$$90\%HP = 21,592.20$$

$$21,592.20/0.9 = HP = 23,991.33$$

This calculation process has been repeated for all the average household incomes depicted in Table 2.6 and are reproduced in Table 2.7 (part 2).

Table 2.7 Additional Households and House Price Affordability

| Income band of Decile | Additional Households per year based on Income Distribution |              |              |              |              |              |              |              |              |  |
|-----------------------|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--|
|                       | 2003  | 2004         | 2005         | 2006         | 2007         | 2008         | 2009         | 2010         | 2011         |  |
| <126.49               | 165   | 153          | 168          | 154          | 156          | 153          | 154          | 150          | 150          |  |
| 126.49-205.7          | 170   | 157          | 173          | 158          | 160          | 157          | 158          | 154          | 154          |  |
| 205.7-293.26          | 286   | 265          | 292          | 267          | 270          | 265          | 266          | 259          | 260          |  |
| 293.26-386.5          | 355   | 329          | 362          | 331          | 335          | 328          | 331          | 322          | 322          |  |
| 386.5-530.64          | 224   | 207          | 229          | 209          | 211          | 207          | 209          | 203          | 204          |  |
| 530.64-658.72         | 233   | 216          | 238          | 217          | 220          | 216          | 217          | 211          | 212          |  |
| 658.72-782.2          | 170   | 157          | 173          | 158          | 160          | 157          | 158          | 154          | 154          |  |
| 782.2-973.14          | 197   | 183          | 201          | 184          | 186          | 182          | 184          | 179          | 179          |  |
| 973.14-1302.56        | 96  | 89           | 98           | 89           | 90           | 89           | 89           | 87           | 87           |  |
| >1302.56              | 394   | 364          | 402          | 367          | 371          | 364          | 366          | 357          | 357          |  |
| <b>Total</b>          | <b>2,290</b>  | <b>2,118</b> | <b>2,337</b> | <b>2,134</b> | <b>2,158</b> | <b>2,117</b> | <b>2,131</b> | <b>2,075</b> | <b>2,079</b> |  |

|                | Approximate Affordable House Price (€) |         |         |         |         |         |         |         |         |  |
|----------------|--|---------|---------|---------|---------|---------|---------|---------|---------|--|
|                | 2003                                   | 2004    | 2005    | 2006    | 2007    | 2008    | 2009    | 2010    | 2011    |  |
| <126.49        | 39,472                                 | 41,051  | 43,350  | 45,994  | 49,214  | 52,806  | 56,555  | 60,571  | 64,811  |  |
| 126.49-205.7   | 60,908                                 | 63,345  | 66,892  | 70,972  | 75,940  | 81,484  | 87,269  | 93,465  | 100,008 |  |
| 205.7-293.26   | 86,143                                 | 89,589  | 94,606  | 100,377 | 107,403 | 115,244 | 123,426 | 132,189 | 141,442 |  |
| 293.26-386.5   | 118,180                                | 122,907 | 129,790 | 137,707 | 147,346 | 158,102 | 169,328 | 181,350 | 194,045 |  |
| 386.5-530.64   | 149,750                                | 155,740 | 164,462 | 174,494 | 186,709 | 200,338 | 214,562 | 229,796 | 245,882 |  |
| 530.64-658.72  | 191,483                                | 199,142 | 210,294 | 223,122 | 238,740 | 256,168 | 274,356 | 293,836 | 314,405 |  |
| 658.72-782.2   | 220,206                                | 229,014 | 241,839 | 256,591 | 274,553 | 294,595 | 315,511 | 337,913 | 361,567 |  |
| 782.2-973.14   | 256,136                                | 266,381 | 281,298 | 298,458 | 319,350 | 342,662 | 366,991 | 393,048 | 420,561 |  |
| 973.14-1302.56 | 332,698                                | 346,006 | 365,382 | 387,670 | 414,807 | 445,088 | 476,689 | 510,534 | 546,271 |  |
| >1302.56       | 511,050                                | 531,492 | 561,256 | 595,492 | 637,177 | 683,690 | 732,232 | 784,221 | 839,116 |  |

From this analysis, for example, we can conclude that in the year 2004, 153 households will be formed whose capacity to afford a house is limited to €41,051. (see bold-faced cells)

We now need to establish the house price bands at which new housing will be introduced to the county, over the life of the plan. This is presented in Table 2.8 and shows that the cheapest new house in Kildare, in 2006, based on data supplied by the local auctioneers, is likely to be €194,000, and that 154 houses will be brought to market at this price or lower.

To estimate the total number of housing units that will be provided each year in each house price band (154 in the above example), the total number of housing units that will be required each year is distributed in accordance with the percentage distribution, as illustrated earlier in Table 2.4d. In the above example, it is 7.2% of the total.

**Table 2.8** Numbers of Additional/New Housing Units in County Kildare within each Price Band

| <b>2003</b>       | <b>Number of Additional Units</b> | <b>2004</b>       | <b>Number of Additional Units</b> |
|-------------------|-----------------------------------|-------------------|-----------------------------------|
| Up to 159,300     | 165                               | Up to 169,873     | 153                               |
| 159,301 - 176,418 | 170                               | 169,874 - 188,767 | 157                               |
| 176,419 - 192,456 | 286                               | 188,768 - 205,927 | 265                               |
| 192,457 - 208,494 | 355                               | 205,928 - 223,088 | 329                               |
| 208,495 - 224,410 | 224                               | 223,089 - 240,188 | 207                               |
| 224,411 - 240,570 | 233                               | 240,189 - 257,410 | 216                               |
| 240,571 - 256,608 | 170                               | 257,411 - 274,570 | 157                               |
| 256,609 - 288,684 | 197                               | 274,571 - 308,891 | 183                               |
| 288,685 - 320,760 | 96                                | 308,892 - 343,213 | 89                                |
| Over 320,760      | 394                               | Over 343,213      | 364                               |
| <b>Total</b>      | <b>2290</b>                       | <b>Total</b>      | <b>2118</b>                       |

| <b>2005</b>       | <b>Number of Additional Units</b> | <b>2006</b>       | <b>Number of Additional Units</b> |
|-------------------|-----------------------------------|-------------------|-----------------------------------|
| Up to 181,764     | 168                               | Up to 194,487     | 154                               |
| 181,765 - 201,980 | 173                               | 194,488 - 216,119 | 158                               |
| 201,981 - 220,341 | 292                               | 216,120 - 235,766 | 267                               |
| 220,342 - 238,704 | 362                               | 235,767 - 255,413 | 331                               |
| 238,705 - 256,926 | 229                               | 255,414 - 274,911 | 209                               |
| 256,927 - 275,428 | 238                               | 274,912 - 294,708 | 217                               |
| 275,429 - 293,789 | 173                               | 294,709 - 314,355 | 158                               |
| 293,789 - 330,513 | 201                               | 314,356 - 353,649 | 184                               |
| 330,514 - 367,238 | 98                                | 353,650 - 392,944 | 89                                |
| Over 367,238      | 402                               | Over 392,944      | 367                               |
| <b>Total</b>      | <b>2337</b>                       | <b>Total</b>      | <b>2134</b>                       |

| 2007              | Number of Additional Units | 2008              | Number of Additional Units |
|-------------------|----------------------------|-------------------|----------------------------|
| Up to 204,212     | 156                        | Up to 212,380     | 153                        |
| 204,213 - 226,925 | 160                        | 212,381 - 236,002 | 157                        |
| 226,926 - 247,554 | 270                        | 236,003 - 257,456 | 265                        |
| 247,555 - 268,184 | 335                        | 257,457 - 278,911 | 328                        |
| 268,185 - 288,656 | 211                        | 278,912 - 300,202 | 207                        |
| 288,657 - 309,444 | 220                        | 300,203 - 321,822 | 216                        |
| 309,445 - 330,071 | 160                        | 321,823 - 343,274 | 157                        |
| 330,072 - 371,331 | 186                        | 343,275 - 386,185 | 182                        |
| 371,332 - 412,592 | 90                         | 386,185 - 429,096 | 89                         |
| Over 412,592      | 371                        | Over 429,096      | 364                        |
| <b>Total</b>      | <b>2158</b>                | <b>Total</b>      | <b>2117</b>                |

| 2009              | Number of Additional Units | 2010              | Number of Additional Units |
|-------------------|----------------------------|-------------------|----------------------------|
| Up to 220,876     | 154                        | Up to 229,711     | 150                        |
| 220,877 - 245,442 | 158                        | 229,712 - 255,260 | 154                        |
| 245,443 - 267,754 | 266                        | 255,261 - 278,464 | 259                        |
| 267,755 - 290,067 | 331                        | 278,465 - 301,670 | 322                        |
| 290,068 - 312,211 | 209                        | 301,671 - 324,699 | 203                        |
| 312,212 - 334,694 | 217                        | 324,700 - 348,082 | 211                        |
| 334,694 - 357,005 | 158                        | 348,083 - 371,286 | 154                        |
| 357,006 - 401,632 | 184                        | 371,287 - 417,697 | 179                        |
| 401,633 - 446,259 | 89                         | 417,698 - 464,110 | 87                         |
| Over 446,259      | 366                        | Over 464,110      | 357                        |
| <b>Total</b>      | <b>2131</b>                | <b>Total</b>      | <b>2075</b>                |

| 2011              | Number of Additional Households |
|-------------------|---------------------------------|
| Up to 239,712     | 150                             |
| 239,713 - 265,471 | 154                             |
| 265,472 - 289,605 | 260                             |
| 289,606 - 313,738 | 322                             |
| 313,739 - 337,872 | 204                             |
| 337,873 - 362,006 | 212                             |
| 362,007 - 386,139 | 154                             |
| 386,140 - 434,407 | 179                             |
| 434,408 - 482,674 | 87                              |
| Over 482,674      | 358                             |
| <b>Total</b>      | <b>2079</b>                     |



## 2.5 Conclusions Reached

From the analysis presented above, and on the basis of the 35% measure of affordability, it is suggested that demand for social and affordable housing will exceed the anticipated supply. This can be represented on a year by year basis as follows:

### Year 2003:

From Table 2.7, 1200 (165+170+286+355+224) households are likely to be able to afford properties up to €149,750. Assuming a constant distribution across the price and income ranges, it can be calculated that a further 53 households out of the sixth decile will be able to afford up to the lowest price range of €159,300. However, from Table 2.8, only 165 housing units are expected to be formed at this price level. Therefore there is an anticipated shortfall of 1,088, representing 47.5% (1088/2290) of all new households formed in the year 2003.

### Year 2004:

1111 households will have an upper affordability threshold price of €155,740. With an even distribution this equates to 1184 units that could afford up to €169,873. From Table 2.8, 152 housing units will be provided up to this price, representing a shortfall of 1032. This represents 48.7% of all new households formed in the year 2004.

### Year 2005:

1224 households will have an upper affordability threshold price of €164,462. With an even distribution this equates to 1317 units that could afford up to €181,764. From Table 2.8, 168 housing units will be provided up to this price, representing a shortfall of 1149. This represents 49.2% of all households formed in the year 2005.

### Year 2006:

1119 households will have an upper affordability threshold price of €174,494. With an even distribution this equates to 1211 units that could afford up to €194,487. From Table 2.8, 154 housing units will be provided up to this price, representing a shortfall of 1058. This represents 49.6% of all households formed in the year 2006.

### Year 2007:

1132 households will have an upper affordability threshold price of €186,709. With an even distribution this equates to 1209 units that could afford up to €204,212. From Table 2.8, 155 housing units will be provided up to this price, representing a shortfall of 1054. This represents 48.8% of all households formed in the year 2007.

### Year 2008:

1110 households will have an upper affordability threshold price of €200,338. With an even distribution this equates to 1159 units that could afford up to €212,380. From Table 2.8, 152 housing units will be provided up to this price, representing a shortfall of 1007. This represents 47.6% of all households formed in the year 2008.

**Year 2009:**

1118 households will have an upper affordability threshold price of €214,562. With an even distribution this equates to 1159 units that could afford up to €220,876. From Table 2.8, 153 housing units will be provided up to this price, representing a shortfall of 990. This represents 46.5% all households formed in the year 2009.

**Year 2010:**

1088 households will have an upper affordability threshold price of €229,796, just above the price of the cheapest house (€229,711). From Table 2.8, 149 housing units will be provided up to this price, representing a shortfall of 939. This is equivalent to 45.3% of all households formed in the year 2010.

**Year 2011:**

886 households will have an upper affordability threshold price of €194,045. With an even distribution this equates to 1066 housing units that could afford up to €238,899. From Table 2.8, 150 housing units will be provided up to this price, representing a shortfall of 916. This is equivalent to 44.1% of all households formed in the year 2011.

**Summary of Anticipated Social & Affordable Housing Need**

Table 2.9 Summary of Anticipated Social & Affordable Housing Need

|                           | 2003         | 2004         | 2005         | 2006         | 2007         | 2008         | 2009         | 2010         | 2011         |
|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| New Households Formations | 2,290        | 2,118        | 2,337        | 2,134        | 2,158        | 2,117        | 2,131        | 2,075        | 2,079        |
| Nos. of Units Shortfall   | 1088         | 1032         | 1149         | 1058         | 1054         | 1007         | 990          | 939          | 916          |
| <b>% Shortfall</b>        | <b>47.5%</b> | <b>48.7%</b> | <b>49.2%</b> | <b>49.6%</b> | <b>48.8%</b> | <b>47.6%</b> | <b>46.5%</b> | <b>45.3%</b> | <b>44.1%</b> |

The average percentage shortfall for the period 2005 to 2011 is 47.3%

**2.6 Backlog of Social and Affordable Need**

The projections and calculations above take account of current and future need for housing. They do not include the backlog of social housing need which is set out in the waiting lists for the three local authorities whose areas are covered by this strategy. This need, in June 2004, is expressed in the housing waiting lists of the local authorities as follows:

|                     |                     |
|---------------------|---------------------|
| Kildare Co. Council | 3,358               |
| Athy U.D.C.         | 324                 |
| Naas U.D.C.         | 525                 |
| <b>Total</b>        | <b><u>4,207</u></b> |

The housing requirement set out in Table 2.9 has to be increased by the backlog of social and affordable housing need.

### 2.6A Building Requirement

The total gross number of dwellings to be provided during the period of the strategy (2005 to 2011) is calculated as follows:

|   |               |
|---|---------------|
| No. of households to be formed                      | 12,822        |
| Allow for replacement of obsolete dwellings (0.75%) | 2,880         |
| Backlog of social and affordable housing            | 4,207         |
| <b>TOTAL</b>  | <b>19,909</b> |

However, it should be noted that:

- The net number will be less than this, as a result of the re-use of some (but not all) dwellings where households have been rehoused due to overcrowding or involuntary sharing.
- The figure assumes a complete clearance of accumulated need over the period.

It should also be noted that for the purposes of land allocation, replacement of existing unfit houses and future obsolescent houses is likely to take place on brownfield sites and no further land allocation will be required.

### 2.7 The Private Rented Sector

The private rented sector clearly has a role to play in meeting the housing needs of a county. It is assumed that some of the dwellings which will be provided in response to household formation as summarised in Table 2.9 will be of this type.

Verifiable statistical data on the proportion of "householders" who rent private accommodation are not available. Private sector landlords are, however, required to register with local authorities and further legislative changes in this regard have just been announced.

Issues arising in connection with the capacity of private rented accommodation include not only rental levels, security of tenure and standards of accommodation, but extend to policy options on the role of this kind of accommodation as a factor in meeting housing needs.

In light of the foregoing, it is not possible to be precise about the number of households which are or could be accommodated in private rented accommodation.

PART THREE: HOUSING SUPPLY

**3.1 Background**

This part of the strategy deals with those factors which influence housing supply and addresses the planning and management of the physical environment in the county.

**3.2 Development Plans**

The location, density and extent of housing in the county is regulated by statutory development plans. The current County Development Plan was adopted in May 1999 and is currently under review. There are also plans for various towns and which were adopted at various dates from 1985 onwards with most having been reviewed and updated in 2001 and 2002. Housing supply is governed, inter alia, by the availability of zoned land: and a survey of the towns and villages with development plans showed that on 30th June 2003 the following was the position:

|          |   |               |
|----------|---|---------------|
| <b>A</b> | Total zoned undeveloped land which could be developed for residential use:  | 1196 Hectares |
| <b>B</b> | Total zoned undeveloped land that is presently serviced and ready for residential development:<br>(Includes sites under construction) | 542 Hectares  |
| <b>C</b> | Total zoned undeveloped land that is required to be serviced for development:   | 654 Hectares  |
| <b>D</b> | Permission granted and construction commenced on site:  | 3140 units    |

**3.3 Availability of Zoned Building Land**

The lands described in the foregoing section are available in a wide number of locations throughout the County including Athgarvan, Athy, Ballymore Eustace, Castledermot, Celbridge, Clane, Johnstown, Kilcock, Kilcullen, Kildare Town, Kill, Leixlip, Maynooth, Monasterevin, Naas, Newbridge, Prosperous, Rathangan, Sallins and Straffan.

**3.4 Capacity of Building Land**

As indicated above while a total of 1196 hectares are zoned for residential development 654 hectares of this requires servicing before being available for development. In addition to this we must also consider the capacity of the land for development and given the diverse locations of the zonings a wider range of densities will pertain. Some lands are restricted to a densities of 4 or 6 units per acre while other lands are deemed capable of accommodating densities of up

to 20 units per acre subject to satisfactory design. However overall it is anticipated that the average density which will pertain will be in the region of 8 to 10 units per acre. The capacity of the zoned land arising from the survey indicated a figure of 24,726 units or 8.36 units per acre.

From Table 2.1, it is noted that the number of additional households likely to be formed in the county during the period of the plan is 12,822, and from para. 2.6 it is seen that this should be supplemented to meet the backlog of social and affordable need and to allow for the replacement of obsolete dwellings which gives a total requirement of 19,909 units. Therefore the over zoning factor is less than 20%.

It is prudent that the authorities should ensure that there is sufficient zoned land, in excess of minimum requirements:

- to ensure competition in the housing market
- to help moderate land and house prices
- to ensure flexibility and choice in the housing market

The question of further zoning may need to be considered during the review of Local Area Plans and Town Plans having regard to the issues and needs pertaining at that time.

### 3.5 Infrastructural Issues

Infrastructure is a major factor in housing supply. It may be considered under various headings, viz., roads, public transport, sanitary services, energy and telecommunications, education, amenity and social infrastructure.

There are 2,240 kilometres of public roads in County Kildare, and the county is also favoured with more motorway than any other county in Ireland. The motorways lead to the south and west, and in particular they service the identified Primary Dynamic Clusters of Naas-Newbridge-Kilcullen, and Kildare-Maynooth-Leixlip-Celbridge.

The Secondary Dynamic Cluster of Kildare-Monasterevin was by-passed in full by the end of 2004. The Moderate Growth Town of Athy will be linked to the M9 Motorway scheme when completed and is currently served by the N78 national route. In addition to existing roads, it is common practice to require developers to participate in the construction of local roads to serve housing estates. In the case of some towns, notably Naas, Newbridge, Celbridge, Maynooth and Athy, there is an increasingly pressing need to deal with congestion through traffic management schemes, relief roads and other improvements. These kind of infrastructural improvements are essential to accommodate the anticipated housing growth in the county. Subject to the foregoing, there appears to be no significant roads-related obstacle to housing construction.

The Primary Dynamic Clusters are well served by public transport, having a commuter and



mainline rail service to complement frequently used bus routes. The services to the southern and western parts of the county are also improving.

Sanitary services are being expanded with capacity increases in the major sewage treatment plants at Osberstown and Leixlip, the replacement or improvement of a number of minor treatment plants, and the development of indigenous water supplies based on groundwater sources in West Kildare and the River Barrow. Development of the Osberstown plant is essential in the context of the significance of the River Liffey and the Primary Dynamic Cluster of Naas-Newbridge-Kilcullen. The early completion of the foregoing schemes is essential in allowing flexibility and efficiency. The assimilative capacity of watercourses, especially that of the River Liffey, is a factor of particular significance and it is necessary to ensure that, during the period of this plan and beyond, such a requirement does not constitute a constraint on housing development.

Energy and telecommunications systems are not part of the infrastructures developed by the local authority. However, the capacity of these systems is taken into account in development planning. It is understood that additional generating capacity is required for electricity and that expanded networks will be required to accommodate the huge increases in telecommunications traffic which have been a feature of recent years. Both these issues are being addressed by their respective controlling agencies. There is no indication that there will be a lack of capacity in either system to the extent that house building will have to be limited to a level below that required for the needs of the county. The natural gas infrastructure is being expanded, albeit for the delivery of fuel from new sources, but again there appears to be no cause for concern as to capacity for the county's needs within the lifetime of the County Development Plan.

### 3.5 Other Support Services

The following support services are also considered necessary for housing development systems: education facilities, community facilities, amenity and recreational facilities, childcare, libraries, shops, churches, police stations, and waste disposal.

The Draft County Development Plan sets out the policies of the planning authority in relation to these matters and recognises that the availability and provision of these facilities is a significant consideration when adjudicating on development proposals.

The County Council is pursuing a policy of limiting waste by reduction and recycling and a number of initiatives are under way in that regard. For waste that cannot be disposed of by these means, a new residual landfill facility is being selected and will be brought into service during the lifetime of the County Development Plan.

The county has 16 public libraries. These will serve their respective population centres, while the mobile library will operate in smaller settlements. A new arts centre and library headquarters

is in operation in Newbridge and will continue to provide social, educational and recreational support services for the entire county.

The development of amenity and recreational facilities will be encouraged and or required in association with the growth of housing, and this can be supplemented by the County Council's programme for financial aid to sport and leisure groups.

The Council recognises the growing importance of childcare facilities, and is developing strategy options in this area with a view to their inclusion in the County Development Plan and their incorporation into planning permissions for housing.

The provision of education and policing facilities are matters for the Departments of Education and Justice respectively but the planning authority sees the unavailability of school places as a significant constraint on new development and will continue to work closely with the Department of Education to secure the provision of the necessary education facilities.

Similarly, shops and churches are usually provided when the need arises. There has been some tendency towards out-of-town shopping, based around the established reputation of certain centres and increasing mobility of customers. Regulations to control the size of retail outlets may combine with the growth of some centres to encourage the development of more locally-based shopping, even if only for convenience goods. The local authority policies of promoting sustainable development and matching housing to employment and facilities will also be helpful in encouraging local shopping. The provision of shopping outlets will also be influenced by the retail strategy when prepared together with the policies contained in the Draft Plan.

While several of the infrastructures and support services which are necessary for good housing development are outside the remit of local authorities, the Councils will work in partnership with the agencies concerned to facilitate their provision in a timely and appropriate manner. However the pace of development of infrastructure including the provision of associated capital funding, needs to be maintained in order to assure capacity in house building not just during the period up to 2011 and beyond.

### **3.6 Land Market Issues**

Land must be brought to market or be already in the ownership of developers if housing is to be provided. While this issue is not entirely within the control of the local authority, a number of strategies can be assessed and implemented at development plan stage to ensure a reasonable prospect of development during the currency of the plan. Furthermore the local authority can itself acquire land for housing either by agreement or compulsorily, provided sufficient funding is available. In addition, Part V of the Planning and Development Act 2000 provides for transfer of some lands to local authorities for social and affordable housing, a matter which is also dealt with in this strategy.

Land prices are, at present, regulated by market forces. The new procedures under the Planning and Development Act, can influence this, and it may be noted from Part 1, that there is a need for greater affordability.

### 3.7 Construction Capacity

The capacity of the construction industry to produce houses is critical to the success of any housing strategy. The annual rate of house completions in County Kildare for the period from 1998 to 2002 ranged from 2,366 to 3,126 which averages at 2,569 per annum. The Regional Planning Guidelines suggest an allocation of house completions of 16,950 in the seven years to 2010 which is an average of 2,421 per annum. Apart from the ability of the construction industry to carry out building works, the overall capacity will also be influenced by other factors including labour supply, availability of funding, market performance, the general economic climate and the other issues mentioned under points 3.1 to 3.6 above.

### 3.8 Planning Permissions

The Council recognises that development of land for housing is of such importance that planning permissions for significant housing proposals should not be unduly delayed. The Council has therefore adopted a policy of ensuring that such proposals receive appropriate and timely attention in order to ensure a steady supply of housing for the needs of the community.

### 3.9 Development Pressure

There is considerable pressure for development in some parts of County Kildare, arising from local economic success, access to Dublin and relatively lower housing costs than in the capital. There is no indication that this will change significantly during the currency of this strategy. The draft County Development Plan includes the following policy aims:

- To ensure that sufficient and suitably located land is zoned allocated to satisfy development needs within the period of the plan and in accordance with a strategy to ensure the balanced development of the county (H1)
- To acquire additional lands during the period of the plan to meet the housing requirements of the County as outlined in the Housing Strategy (H2)
- To pursue all necessary housing initiatives in response to the needs identified in the Housing Strategy (H4)
- To require diversity in the density of development and in the form, size and type of dwelling within residential areas (H16)

### 3.10 Spatial Distribution of Housing

The spatial distribution of all development, including housing is a matter proper to the review of the County Development Plan. The distribution of housing throughout the County will of necessity accord with the availability of zoned and serviced land. There is zoned land available in all of the major towns in the county with differing timescales for the resolution of local servicing constraints.

It is appropriate that the role of housing in rejuvenating small local settlements should be recognised by the distribution of some housing to those areas in accordance with the strategy outlined in the Draft Development Plan.

### 3.11 Design and Construction Standards

Good standards of design and construction are critical to the success of a housing strategy. The Council will continue to foster good standards through the planning process and through the design of its own houses. These standards will include not only the design and construction of individual dwellings, but will also address issues of layout and integration of housing into existing communities.

The density of housing should be appropriate to its location with higher densities in town centres and lower rates in other locations. Due regard should be had to the need to assure quality of life in the accommodation thus provided.

## PART 4: SOCIAL AND AFFORDABLE HOUSING

### 4.1 Local Authority and Voluntary Housing Programmes

The local authorities in County Kildare have drawn up a Housing Action Plan to 2008. This provides for the construction of dwellings as follows (estimates for 2009 to 2011 added):

Table 4.1 - Local Authority Housing Programme, 2005-2008 (starts)

|               | 2005       | 2006       | 2007       | 2008       | 2009 | 2010 | 2011 |
|---------------|------------|------------|------------|------------|------|------|------|
| Co. Council   | 468        | 363        | 219        | 193        | 200  | 200  | 200  |
| Athy U.D.C.   | 35         | 28         | 28         | 8          | n.a. | n.a. | n.a. |
| Naas U.D.C.   | 3          | 103        | 3          | 3          | n.a. | n.a. | n.a. |
| <b>Totals</b> | <b>506</b> | <b>494</b> | <b>250</b> | <b>204</b> |      |      |      |

In addition to the above the following units are proposed to be provided by the local authorities in the period 2005 to 2008:

Voluntary housing                      773 units  
 Traveller accommodation        16 units (excluding Traveller accommodation on main waiting list)

It is not possible to predict the provision of dwellings for the years 2009, 2010 and 2011 under these categories, as the start allocation for those years has not yet been determined. However, it is reasonable to project continuation of the average outturn for the period 2005 - 2008, which amounts to about 200 per annum.

The total projected provision under these headings for the period 2005 - 2011 would, therefore, be of the order of 700 units per annum, equivalent to about a third of the annual average of 2,137 household formations anticipated in the county over the same period. It must be noted that this figure is based on assumptions of growth in the voluntary sector and on continuation of start allocations at current levels. There is nothing however to indicate that such assumptions are invalid.

#### 4.2 Balance between Social and Affordable Housing

The statutory maximum amount of land ordinarily envisaged for transfer to local authorities, for the provision of social and affordable housing under Part V of the Planning and Development Act is 20%. As can be seen from Table 2.9 the shortfall in meeting anticipated social and affordable housing needs varies between 44.1% and 49.6% per annum with an average of 47.47%.

An analysis of the housing waiting list indicates an average annual inflow of applicants in the order of 800. Of this, an average of 363 per annum is expected to be accommodated under the multi-annual housing programme, leaving a nett requirement of 437 per annum, or 3,059 over the period of this strategy. The total number of new household formations in the same period is projected at 12,822, of which 7,113 have been identified as having affordability problems: (ref. Table 2.9 - row 2). Accordingly, 43% of the households with affordability problems are likely to enter the local authority waiting lists and this is the percentage of the lands transferable under Part V of the Act which should be assigned to social housing, leaving a balance of 57% for affordable housing.

From Table 2.7, it is seen that the statutory maximum of 20% is exceeded for each year of the strategy, and accordingly the portions of total lands to be assigned under pursuant to Part V should be:

|                    |              |                |
|--------------------|--------------|----------------|
| Social housing     | 43% of 20% = | 8.6%, say 9%   |
| Affordable housing | 57% of 20% = | 11.4%, say 11% |

#### 4.3 Compliance with the Housing Strategy

The Planning & Development Acts 2000 - 2002 provide that when submitting a planning application the applicant shall specify how he proposes to comply with a condition imposed under Section 96(2) of the Act. In default of agreement the local authority may purchase 20% of the site but the local authority and the applicant may enter into an agreement to otherwise comply with the requirements including the payment of a financial contribution.

However having regard to the fact that the primary purpose of the legislative provisions is to secure completed housing, more quickly and more efficiently, for those who cannot otherwise

achieve this, the Council has developed a number of preferred options in the following order of merit.

1. The transfer of completed housing units on the application site.
2. The transfer of fully or partially serviced sites on the application site.
3. The transfer of a portion of land on the application site.
4. The transfer of completed housing units at another location.
5. The transfer of serviced sites at another location.
6. The transfer of land at another location.
7. The payment of a financial contribution.

The method of compliance agreed with the applicant may also provide for a combination of any of the above.

Notwithstanding paragraph 4.2 where an applicant wants to allocate the full 20% to social housing the Council may agree to same. The breakdown between social and affordable housing may be agreed, otherwise than the above, having regard to the exceptional circumstances of any particular case.

In seeking, as a preferred option, that completed housing units be transferred to the local authority the Council seeks to :

- Ensure that undue social segregation is minimised
- Ensure complete and efficient development of building sites
- Facilitate the implementation of policy in regard to social and affordable housing

The local authorities recognise that local circumstances, such as house types, housing requirements in the area, existing and planned distribution of housing, density issues, etc. may require to be taken into account in assessing the arrangements for compliance with Part V of the Act. The local authorities will consider these as the need arises, but the requirement set out in the immediately preceding paragraphs will be the fundamental principle governing this area.

In any case where, as a condition of planning permission, the local authorities agree to accept or stipulate the payment of contributions towards meeting social and affordable housing need in lieu of the transfer of land, the funds so acquired shall be treated in accordance with Section 96 of the Act which provides that they shall be kept in a separate account and shall be applied as capital for the authorities' functions under Part V of the Act or for their functions as housing authorities.

In particular it might be noted that some housing, including dwellings for elderly persons or other classes of people who have special needs may be deserving of special consideration and the local authorities will consider the development of policies to take account of this.



#### 4.4 Spatial Distribution of Social and Affordable Housing

The housing waiting lists for the local authorities show a wide range of preferences as to choice of dwelling place. In the case of the County Council the most popular choices are Newbridge, Celbridge, Leixlip, Maynooth, Clane, Sallins, Monasterevan, Kill, Kilcock and Prosperous. The general position, therefore, is that the choices being exercised by applicants are not widely at variance with the provisions of the county development plan, although there are anomalies in the case of one or two relatively small settlements. In Naas and Athy, the choice is confined to the towns concerned.

While it is the policy of the County Council to accommodate people as far as possible in the areas of their choice, the following constraints apply:

- Development must generally take place in accordance with the provisions of the county development plan.
- Selection of housing sites will, to some extent, be determined by where land is available.
- As with all housing, site selection should take account of sustainable development requirements.

#### 4.5 Existing Local Authority Housing

Local authorities are required to evaluate their housing stock from time to time. This process leads to replacement of dwellings as required. Ordinarily this is done as part of on-going maintenance operations, and the local authorities will continue to monitor the condition of public sector housing in their area to ensure continued viability and preservation of living standards. Remedial works projects have already been implemented in the county and these initiatives will continue as necessary and as resources permit.

The current stock of local authority housing built prior to 1983 is approximately 637 units. The majority of these dwellings require substantial remedial works, namely; rewiring, replacement of defective windows and doors, attic insulation, ventilation, replacement fascia & soffit and the replacement of kitchen units and internal doors. It has been estimated that the cost of this programme of planned maintenance will be €4.7 million and will take five years to complete. The local authorities would have serious difficulty in financing expenditure of this magnitude and it will be necessary in association with the Department of the Environment and Local Government to make some special arrangements in relation to carrying out the works over an agreed period of time.

#### 4.6 Ensuring Supply of Social Housing

It is the intention of the local authorities to ensure that insofar as resources allow, the need for social housing in the county is met as fully as possible. To this end the local authorities will continually monitor the arrangements for provision of such housing and will seek to expedite them where possible. This may include provision of housing on a "turnkey" basis or the making of other similar arrangements with developers.

The local authorities will also ensure as far as possible that adequate serviced land is available for the construction of local authority and voluntary housing.

#### 4.7 Meeting Special Needs

The circumstances and requirements of local authority housing applicants vary widely. In particular there are special needs for the homeless, the physically and mentally disabled and elderly people. The local authorities' housing programmes are structured to take account of that need, and this is reflected in house location, design and allocation.

The local authorities also facilitate and support voluntary housing initiatives as a way of responding to the needs of people who are to some extent in a position to meet their own requirements.

Household composition is a consideration in designing and selecting local authority housing. The local authorities have analysed the household composition of applicants, and will endeavour to meet their requirements insofar as possible. The household compositions are summarised as follows:

Table 4.2 Household Composition of Housing Applicants

| Household Type                       | County Council (%) | Naas U.D.C. (%) | Athy U.D.C. (%) |
|--------------------------------------|--------------------|-----------------|-----------------|
| Single persons without children      | 20                 | 19              | 20              |
| Couples without children             | 5                  | 4               | 10              |
| Couples with 1 child                 | 9                  | 10              | 6               |
| Couples with 2 children              | 7                  | 3               | 3               |
| Couples with 3 or more children      | 9                  | 13              | 8               |
| Lone parents with 1 child            | 31                 | 25              | 38              |
| Lone parents with 2 children         | 12                 | 13              | 10              |
| Lone parents with 3 or more children | 7                  | 13              | 5               |

It is also proposed to address special needs through the following actions:

- Working with organisations serving people with disabilities to ascertain how the local authorities' programmes can best meet their needs and putting an appropriate response in place
- Disseminating comprehensive public information about housing entitlements and initiatives following the final adoption of this strategy.
- Continuing to provide accommodation for the elderly
- Continuing to provide accommodation for people who are living in unfit and or overcrowded accommodation, and or who are sharing accommodation with people who have a reasonable requirement for separate accommodation.
- Providing, insofar as resources permit, accommodation for young persons leaving

institutional care or who are without family accommodation

- Continuing to provide accommodation for persons who are handicapped
- Continuing to provide accommodation to those who are in need of it for medical or compassionate reasons
- Continuing to provide accommodation for people who are, in the opinion of the authorities, not reasonably able to meet the cost of the accommodation which they are occupying or to obtain suitable alternative accommodation
- Continuing to participate in the Forum on Homelessness and to develop policies to cater for homeless people and to provide accommodation for them
- Continuing to implement the Traveller accommodation programme, adopted in 2000, and to consult with interest groups in this area
- Continuing to foster the development of voluntary housing organisations and initiatives and supporting the work of those organisations in the county
- Assigning lands for the development of affordable housing and promoting initiatives in this area.

The actions and initiatives described in the immediately preceding paragraph will be undertaken by the authorities insofar as resources permit; and in any case where there is no specific programme for the accommodation of any class of person, need will be met on the basis of response to local circumstances.

Without prejudice to the foregoing the authorities note the requirement for social and affordable housing as indicated in Row 2 of Table 2.9 (page 236).

#### **4.8 Local Authority Land Banks**

Housing lands in the ownership of the three authorities covered by this strategy were surveyed at 31 May 2004, and found to contain a total of 225 acres. This figure includes lands on which housing was being developed at the time of the survey.

It may be noted by reference to para 2.6 that the capacity of the land banks is less than that necessary to deal with the backlog of social and affordable housing in the county. Consequently all of each land bank will be required to meet need in this area, and additional land will need to be acquired.

#### 4.9 Continuation of Existing Housing Policies

The local authorities already have policies in place to provide for good management of their housing stock, to combat social segregation and to ensure fairness in letting houses. Subject to the overall control of the elected members of the authorities, these policies will be continued in existence and will inform the actions of the authorities for the period of this strategy.

The authorities believe that quality design should be a fundamental part of housing policy. To this end they will continue to develop design standards to cater for:

- inclusiveness to ensure that disadvantaged people are not marginalised;
- implementation of existing policies aimed at counteracting social segregation and estate management: this will apply to both public and private sector housing; and
- amenity.

The development and implementation of these standards will be subject to:

- availability of resources (land and finance);
- approval of design standards by the Department of the Environment and Local Government; and
- the overall control of the elected members of the authorities.

# notes

A large white rectangular area with horizontal lines, intended for taking notes. The lines are evenly spaced and extend across the width of the area.