

Kildare County Council
PLANNING DEPARTMENT
25 JAN 1993
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**NAAS
URBAN DISTRICT COUNCIL**

DEVELOPMENT PLAN 1992

NAAS URBAN DISTRICT COUNCIL

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This plan was prepared by Philip Jones and Michael Dillon of the Planning Department, Kildare County Council.

NAAS URBAN DISTRICT COUNCIL

NAAS DEVELOPMENT PLAN

1992

Present when the seal of the Urban District Council of Naas was affixed hereto:-

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Patrick C Behan.

NOMINATED MEMBER

Patrick J. Reilly

TOWN CLERK

Alice Long

DATED THIS 22ND DAY OF DECEMBER 1992

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SECTION 1. INTRODUCTION AND POLICY

1.1 PLANNING AREA

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

1.2 PERIOD OF THE PLAN

The period of this Plan should be taken as 5 years from the date of its adoption by the Council or until it is varied or a new Plan is made.

1.3 THE PLAN

The Development Plan for Naas Urban District, consists of this written statement, 2 maps for the Central Area of the town at scale 1:2500 and 8 maps covering the rest of the town at scale 1:5000.

1.4 PLAN AIMS

The basic aim of the Plan is to set out a framework for the physical growth of Naas, so that development may take place in a co-ordinated and orderly manner while at the same time conserving its intrinsic character. The Plan, therefore, sets out basic policies and objectives, the implementation of which will contribute to the achievements of this aim.

1.5 STATUS, CONTEXT AND CHARACTER

The name Naas appears in three forms: An Nas, meaning "The Place of Assembly", Nas Laighean, meaning "The Place of Assembly of the Leinstermen", and Nas-na-Riogh, 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". It would seem to have grown considerably in the following years because the Boundaries Survey of 1836 gives its population as 4,000, but states that its prosperity has been on the decline for the past fifteen years. This description of a town in decline differs greatly from the growth taking place in Naas today.

Today, Naas is the administrative headquarters of County Kildare, in addition to its role as a market town and service centre. It is situated on 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/Limerick road now by-passes the town and the Droichead Nua By-pass/Kilcullen Link now under construction will remove through traffic for Waterford/Kilkenny/Carlow. The basic form of the town is linear, North Main Street being punctuated by Poplar Square, while South Main Street containing a wide space at Market Square has a

visually satisfying sense of enclosure.

The town is developing in a relatively compact manner. The town centre and the two major residential districts - Monread and Ballycane - are closely linked and related, to represent a reasonable mixture of uses suitable to the character of a growing provincial town. A third residential district is planned around the Newbridge Road/Caragh Road area of the town. Naas town centre has an ancient street pattern of pleasing irregularity with continuous linked facades, which with prevailing slated roofs gives an atmosphere of unity and urban quality. The Naas Urban Boundary is circular in shape extending to a radius of 1.5 miles from the town centre and 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.

Naas is a rapidly growing town with an increasing emphasis on residential and commercial activities due to its close proximity to Dublin. This will be further enhanced with the completion of the Droichead Nua By-pass/Kilcullen Link in 1994 which will remove through traffic for Kilkenny, Carlow and Waterford.

It is the policy of the Council to:-

- a) ensure that sufficient and suitably located land is allocated to satisfy the needs of different functions of the town;
- b) rationalise existing land use to create a coherent and realistic land use structure for the future;
- c) protect agricultural, amenity and residential lands from encroachment by higher value uses and incompatible types of development.

1.6 POPULATION

At the beginning of this century, Naas had a population of 3,836. In the first decade of this 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 522 people representing a decrease of 14%. This decline was compensated for by an increase in the 10 years between 1936 and 1946 (3,290-3,774) of 482 people 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. There was a 26% increase in population in the ten year period between 1961 and 1971 (4,023-5,080) followed by a 64% increase in the years 1971 to 1981 (5,080-8,345). The succeeding ten years, 1981-1991 witnessed a reduction in the population growth rate to 33% (8,345-11,140). The 1986-1991 period, with growth per annum at 2.26%, was considerably down on the 1981-1986 period when growth per annum stood at 3.9%.

Major factors contributing to the growth of population include the natural increase in an expanding population, movement of rural dwellers and city dwellers to the town and most importantly, close proximity to Dublin helped by the existence of good road communications. The attraction of Naas as a dormitory town for Dublin workers is likely to increase with the completion of the Kilcullen

Link in 1994. An examination of the 1986 Census of Population journey to work data from Naas Urban District suggests that 44% of residents are employed in locations other than Naas, and since 22% travel further than 15 miles to work daily, a considerable proportion are employed in Dublin.

Naas Urban District Council has granted permission for 887 houses and 71 apartments which may be developed during the period of the Plan. Taking the above permissions into the calculation along with the average annual completion of new houses in the town, the population is projected to reach 12,303 by 1996 and by 2011 could be as much as 16,031 as set out in Table 1. below.

TABLE I.

 Population Figures for Naas 1901-2011.

1901	3,836
1911	3,842
1936	3,290
1946	3,774
1951	3,731
1961	4,023
1966	4,529
1971	5,078
1979	7,739
1981	8,345
1986	10,017
1991	11,140
1996*	12,303
2011*	16,031

 * Projected by Planning Department, Kildare County Council.

1.7 REGIONAL CONTEXT

The report of the Eastern Regional Development Organisation states that "the absence of a regional framework tends to consolidate existing settlement patterns and accentuate the dominant role of Dublin as the major employment centre in the region, while assigning a largely dormitory role to those towns and villages in the three adjoining counties which lie in commuting distance of the city". In view of the projected population expansion in the Eastern Region as a whole, the construction of the Droichead Nua By-pass/Kilcullen Link and the consequent easy access to the M50 Motorway to the west of Dublin, Naas, Droichead Nua and to a lesser extent Kilcullen are uniquely placed to partake in the expected increase in both industrial and housing development consequent on such a roadway.

Naas, however, while playing a dormitory role to an extent, should also be seen as an independent integrated community with necessary support services located at the strategic intersection of the N7 and N9. The construction of the Droichead Nua By-pass/Kilcullen Link will consolidate the advantages to the town consequent on a reduction in traffic through the Main Street while also attracting new development.

1.8 UTILITY SERVICES

1.8.1 Sewerage services.

Naas is well served with sewerage capacity. The town has been included in the Upper Liffey Regional Sewerage Scheme which is being developed on a phased basis:

Stage I Phase 1: Construction of treatment works at Osberstown and link up with Naas - now completed.

Stage I Phase 2: Links with Droichead Nua, Sallins, Clane, Kill and Johnstown - now completed.

Stage I Phase 3: Links with Prosperous (plans prepared) and Kilcullen (plans being prepared) and extension of Osberstown plant to deal with population equivalent of 80,000.

The Osberstown Treatment Plant is presently taking effluent from the Urban District. It has capacity for a population equivalent of 40,000. Plans are currently being drawn up to extend capacity to 80,000. Ultimately the plant can be expanded to cater for a population equivalent of 120,000. The proportion of this capacity which Naas will finally take up will be subject to the results of a sewerage study undertaken by the Sanitary Services Department of Kildare County Council indicating the various proportions of the capacity which can be designated to all the towns feeding into the Treatment Plant. There is, however, obviously ample capacity for the anticipated growth of Naas within the period of the Plan.

Contract 1 for the Sewerage Collection System is now complete. This has relieved deficiencies within sections of the built-up area of the town. Contract 2 which involved the laying of a pipeline in the Monread triangle has also been completed. It facilitates the development of the Monread area for residential development well beyond the period of the Plan.

It is the policy of the Council to:-

- a) provide the necessary drainage facilities to serve the needs of all development within the town and to prevent pollution;
- b) separate the disposal of foul and surface effluents through the provision of separate sewerage networks.

1.8.2 Water supply

The existing water supply from Dowdenstown Reservoir has been augmented with a 12" main laid via the Kilcullen Road to the Fair Green. The full benefit of this 12" main has been realised with the completion of the Ring Mains for Naas. There is adequate water supply for development in Naas for the period of the Plan.

It is the policy of the Council 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.

1.9 TRANSPORTATION.

Naas is located at the end of the dual carriageway linking the town to

Dublin and at the intersection of the N9 and N7, ie. Naas to Waterford/Kilkenny and Naas to Cork/Limerick routes. The completion of the motorway by-pass in 1983 resulted in a decrease in the number of vehicles passing through the town from 21,000 per day in 1981 to 17,500 per day in 1987. The fact that the reduction is not greater is due to the growth in traffic originating in Naas itself due to considerable housing construction in the period. However, the Main Street is still on the N9 route Dublin to Waterford/Kilkenny/Carlow leading to considerable congestion. Traffic counts carried out in 1988 indicated that between 40-50% of traffic in the Main Street came from or went to Kilcullen. The Droichead Nua By-pass/Kilcullen Link, now under construction, and due to be completed by 1994, will remove this through-traffic thereby freeing the town centre for use by residents, shoppers and commercial interests.

Three car parks have been provided within easy reach of the Main Street by the Urban Council. The largest, located at the back of the Main St. between Market Square and Corban's Lane has spaces for 213 cars. The next, located on the Sallins Road, has spaces for 123 cars. The third is located on Abbey St. to the rear of the Town Hall and has 46 spaces.

Public Transport.

Bus Eireann provides the following bus services:

Naas-Dublin 30 departures daily.

Dublin-Naas 23 departures daily, 17 travelling on to Kildare and 4 on to Kilcullen.

A more limited service is provided on Sundays with 9 departures from Dublin and 8 from Naas. According to Bus Eireann, the existing provincial bus service to and from Naas is adequate to meet the known current demands.

Iarnrod Eireann have recently completed a feasibility study in relation to the re-opening of Sallins railway station. It is envisaged that the provision of a commuter service to and from Dublin will be opened during the period of the Plan.

There are a number of pedestrian linkages between housing estates and the town centre already in existence. These routes provide a safe and easy access within and between different areas of the town - most particularly housing areas and schools.

It is the policy of the Council to:-

a) ensure a safe and comprehensive roads system capable of satisfying the requirements of both vehicular and pedestrian traffic within and through the town;

b) provide, facilitate and regulate the provision of parking spaces conveniently located to serve the various land uses;

c) allow ease of access between houses, work-places, schools, commercial and recreational areas;

d) 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;

- e) ensure that all roads, footpaths and car-parks are constructed with the needs of the physically disabled in mind;
- f) continue to provide for and extend the system of pedestrian routes linking residential areas and the Main Street with schools, shops and open spaces;
- g) explore the possibility of including cycle-ways in the planning of new residential areas.

1.10 HOUSING

Naas, in 1991, had a population of 11,140 housed in approximately 3,300 houses. Some 2,675 of these houses were privately built and 625 were built by the Local Authority. However, of the 625, some 430 have been purchased leaving approximately 195 in Local Authority ownership. Included in this figure is a scheme of 9 old persons dwellings on the Sallins Road. There are plans to extend this scheme by a further 3 dwellings.

Since the last Development Plan no Local Authority houses have been built. The Council has allocated part of its site on the Caragh Road for Local Authority housing. Phase 1 consists of 33 houses, the first 8 of which are at contract stage and awaiting approval from the Department of the Environment before construction commences. It is proposed to facilitate the provision of housing under the Department of the Environment's 'Plan for Social Housing'.

Most of the growth in residential development in the town since the last Plan has taken place in Monread and Ballycane neighbourhoods. Currently planning permission exists for 887 houses. It is expected that most of these will be constructed within the period of the Plan. Permission also exists for 71 apartments, most of which are located in the town centre area and Monread. Demand for apartments was small but steady during the period of the last plan.

It is the policy of the council to:-

- a) provide and facilitate the provision of housing to meet existing and future needs;
- b) acquire land, provide services and provide, in conjunction with other bodies and developers, dwellings as necessary to accommodate persons who are unable, for financial or other reasons, to provide themselves with housing;
- c) facilitate the development of private housing to meet expected housing needs for both the town and its environs;
- d) improve the quality of new residential estates by the implementation of comprehensive residential design guide-lines and standards;
- e) facilitate the provision of infill housing units and apartment development so as to encourage a living and vibrant town centre;
- f) encourage the owners of property both on and off the Main Street to use upper floors for residential use where a commercial use is not

required or feasible;

g) protect the amenity of residential enclaves within the town centre from undue pressure from encroaching commercial development so as to maintain their continued use for housing purposes.

1.11 INDUSTRY AND EMPLOYMENT

Industry plays an important part in the economy of Naas. Table II lists the main manufacturers in the town. The majority of factories are located around the motorway interchange at Maudlins to the north-east of the town in 3 industrial estates - Naas, Maudlins and the IDA at Monread Road. Secondary locations consist of the Limerick Road, Tipper Road and Corban's Lane. An Industrial Research Park on 7.4 hectares was established by the IDA at Tipper Road. SPS, the sole occupant of this Research Park closed down in 1992.

The Council has rezoned 12.16 hectares located between the Monread Road and the Motorway from agricultural to industrial use because of its convenient location to the motorway interchange at Maudlins. It is hoped that warehousing/distribution type uses will be attracted to this location which will be made more attractive on the completion of the Droichead Nua By-pass/Kilcullen Link.

TABLE II. Industry and Employment.

Name of firm	Location	No. employed
Alpine Knitwear	Limerick Road	11
Amalgamated Hardware	Naas Ind. Est.	20
Ashebourne Meats	Naas Ind. Est.	60
Champion Spark Plugs	IDA, Monread Road	102
Clothing Co.	Millbrook	10
Colgan Design & Print	Tipper Road	8
Dawn Farm Foods	Dublin Road	35
Delaney Commercials	Maudlins Ind. Est.	12
Dennison Bros.	Maudlins Ind. Est.	20
Donnelly Mirrors	Dublin Road	311
Eurotherm Int.(Irl)	IDA, Monread Road	10
Fruehauf Ireland	Fishery Lane	12
Irish Commercials	Naas Ind. Est.	38
Irish Hybrid Technology	IDA, Monread Road	12
Joe Mallon Motors	Dublin Road	9
Leinster Leader	S. Main St.	56
LPD (Irl)	Limerick Road	8
Masterplast	IDA, Monread Road	31
MD Insulations	Naas Ind. Est.	8
Naas Clothing Co.	Limerick Road	9
O'Kane Foods	Naas Ind. Est.	46
Poldys Foods	Naas Ind. Est.	90
Premier Disposables	Limerick Road	40
QK Coldstores	Dublin Road	40
TASK	Limerick Road	38
T & E Fashions	Corbans Lane	50
Texacloth	Naas Ind. Est.	11
T. Logan & Son	Naas Ind. Est.	16
Toughline	Naas Ind. Est.	32
Trimite Truecoat	Naas Ind. Est.	35

Tutty's Shoes	Friary Road	12
UFAC (Irl)	IDA, Monread Road	8

 *Source: Planning Department, Kildare county council, 1991.

There are 1,115 people employed in manufacturing industry in the town. This compares very favourably with a figure of 752 in 1982. There are 89,800 square metres of industrial/wholesale space within the town boundary with planning permission for a further 13,100 square metres. There is a steady demand for factory space - only a small amount being unoccupied. Approximately 3.6 hectares of serviced sites exist in Naas Industrial Estate, the IDA Estate at Monread Road and Maudlins Industrial Estate.

In addition, a large number of people commute to Dublin for employment given its close proximity to Naas.

It is the policy of the Council to:-

- a) encourage and facilitate the expansion of existing industry and to encourage new industrial development by making adequate serviced land available in industrially zoned areas;
- b) continue to co-operate with the IDA to attract further industry to the town;
- c) ensure that industrial estates have good, easy and safe access to National Routes to obviate the necessity of travelling through the town centre;
- d) discourage industrial development within the town centre area and to encourage firms currently located there to relocate to areas within the Urban District which are better placed to meet the needs of industry.

1.12 COMMUNITY FACILITIES

1.12.1 EDUCATION

(A) PRIMARY.

At present there are four primary schools in Naas with one further school - Our Lady's Bower, Killashee - just outside the Urban District.

(i) Scoil an Linbh Iosa (School of the Infant Jesus), Ballycane. This school, built in 1981 and extended in 1984, has eighteen classrooms. The school caters for 470 boys and girls from junior infants to second class. There is ample room for expansion on this site.

(ii) St. David's Church of Ireland National School, Dublin Road. This two room school was extended in 1991/2 to give two replacement classrooms and caters for 54 boys and girls from junior infants to sixth class. With the two new classrooms the school will be able to cater for a maximum of 90 pupils. There is no further room for expansion on this cramped site.

(iii) Mercy Convent Primary School, Sallins Road.

This school, built in 1974 has sixteen classrooms with a further four available in the old 1900 school building. The school caters for 661 boys and girls - boys from junior infants to senior infants and girls from junior infants to sixth class. There is some room for expansion on this site.

(iv) St. Corban's C.B.S. Primary School, Loughbwee.

This seven classroom school, built in 1953/4 was further extended by ten classrooms in 1987. The school caters for 553 boys from first to sixth class. Some room for expansion exists on this site.

(v) Our Lady's Bower, Kilashee.

This private school caters for boys and girls from junior infants to sixth class. Of the 221 pupils attending, 53 are boarders. Approximately 25 of the pupils come from Naas. The school, under the present management has no plans to expand.

(B) SECOND LEVEL

There are two secondary schools in Naas:-

(i) Meanscoil Iognaid Ris (Ignatius Rice C.B.S.), Corban's Lane.

This school was founded in 1871 and has been at the present site since the mid-1950's. The school currently caters for 600 boys - considerably more than the 450 it was intended to accommodate. Planning permission exists for a six classroom and gymnasium extension. The Department of Education has not yet given permission to begin construction. Adequate space exists for future expansion on site.

(ii) Convent of Mercy, St. Mary's College, Sallins Road.

The present school, which currently caters for 715 girls, was built in 1936 and subsequently added to. A four classroom extension built in 1990 has somewhat alleviated overcrowding problems. A new gymnasium for the school is currently under construction. Adequate space exists on site for future expansion.

(C) VOCATIONAL SCHOOL

St. Patricks Vocational School, Limerick Road.

This school was founded in 1931 under the 1930 Vocational Education Act. It moved from a number of inadequate sites to the existing site in 1970. The school offers a comprehensive Post-Primary Curriculum for 503 pupils. It also provides Adult Education evening classes and limited morning classes for about 740 adults.

The school has recently purchased 1.05 hectares behind the present site but remains chronically short of space. A new extension of eight to ten classrooms is planned to bring school numbers to 600-650 eliminating prefab classrooms in the process. Closure of the Motor Industry Apprentice Training Centre on site has alleviated, somewhat, the overcrowding problem. Further land is needed, however, for sports facilities and car-parking for students attending the full range of Adult Education classes in the evening. It is envisaged that room for expansion will be found to the rear of the premises with access from the Rathasker Road.

It is not expected that any new schools will be required in Naas during the period of the Plan. Despite continued in-migration to the

town and declining fertility rates, it is projected that by the year 2011, the population in the 5-9 year age bracket will increase by 14% and the 10-14 age bracket by 4%. However, facilities may be necessary to relieve over-crowding in certain schools.

It is the policy of the Council to provide for and facilitate the expansion and development of existing educational establishments to meet the needs generated by projected population increases. It is further Council policy to encourage the siting of a third level Regional Technical College in Naas based on the site of Devoy Barracks should the Department of Defence decide to close the Barracks. Use as a third level institute would continue the tradition of education and training on the premises.

1.12.2 LIBRARY FACILITIES

The new library at The Harbour was opened in July, 1990 and has 3 staff members. In addition to the Adult and Children's library there is an audio-visual section and first floor exhibition/function area available to local groups for exhibitions, recitals and readings. (The library is open Tues-Sat. with late opening on Tues and Thurs). There is adequate space within the building to carry out all library services.

1.12.3 PLACES OF WORSHIP.

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

(i) Roman Catholic Church - 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. At present the 'All Purpose Room' in Ballycane Primary School and the hospital chapel provide additional space for the Catholic Church in the town. A site for a new church in the Ballycane neighbourhood has been identified.

(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 N. Main St. and is adequate to cater for present demands. There are no immediate plans to extend.

(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.

1.12.4 EASTERN HEALTH BOARD.

Eastern Health Board services for Naas are administered from several different locations in the town. Offices are located in Basin St., Poplar House and the Hospital. This is an unsatisfactory situation and one single premises is being sought.

The Health Centre at Sarto Road provides a wide range of medical

services for Naas Urban District. The centre is at present overcrowded. It is hoped to have a new Health Centre provided adjacent to the County Hospital within the period of the Plan. In addition, there are other specialised services available to the people of Naas, eg. chiropody service, eye clinics, child guidance and social workers at Poplar House by appointment. A day centre on the Limerick Road provides a daily service for the elderly.

The County Hospital on the Craddockstown Road, has a total of 94 beds. It is envisaged that this Hospital, together with a major hospital to be provided at Tallaght in Dublin, will serve an area which will include the south-western part of County Dublin and the major portion of County Wicklow, with a projected catchment population of about 320,000.

It is envisaged that Naas Hospital will be a General Hospital in its own right, providing a range of services similar to other County Hospitals throughout the country. Services to be provided will include general medicine, general surgery, geriatric assessment, intensive care, coronary care, accident and emergency services including radiology, pathology, anaesthetics and out-patient services. A new psychiatric/geriatric wing constructed in 1988/9 was opened in December, 1991 and caters for patients from all of Co. Kildare.

It is the policy of the Council to provide for and encourage the development of health and other community facilities in conjunction with the Eastern Health Board and other statutory and voluntary agencies.

1.12.5 REFUSE COLLECTION

Naas Urban District is serviced weekly by the public refuse collection service for all household and commercial waste. The service will be kept under review and will be extended when an increase in demand warrants it. Private refuse collection services also exist serving the same area.

1.12.6 TELECOMMUNICATIONS

There are currently 4,500 working lines in the Telephone Exchange in Abbey St. The exchange is a digital one and has ample capacity for an increase in the number of lines. There are no plans to move from this site.

1.12.7 ELECTRICITY SUPPLY

A 10MVA station on the Kilcullen Road and a second 10MVA station at Johnstown supply Naas with electricity. The station at Johnstown was upgraded from 5MVA to 10MVA in November, 1991, to meet increased demand from the town. Winter peak demand is currently running at 14MVA for Naas and Johnstown leaving 6MVA to meet future demand. The ESB have plans to construct a 110Kv station at Oldmilltown, Kill, by 1993 to take over the supply of Naas, Johnstown, Kilcullen and Droichead Nua from the station at Griffin Rath in Co. Kildare which is currently working to maximum capacity.

1.12.8 FIRE SERVICE

Naas area has its own fire service situated at the Fair Green. The station is staffed by one full-time and twelve part-time fire personnel. Discussions are under way with the Department of the Environment to construct a new 2-3 bay fire station in the near future on an alternative site in the town.

1.12.9 GARDA SERVICE

The garda station moved from S. Main St. 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.

1.13 SHOPPING

Naas serves as a shopping centre for the population of the town and its hinterland. It supports a good range of retail, commercial and professional service outlets providing both convenience goods and higher order goods.

TABLE III. Retail Shopping - Naas.

Date	1971	1977	1982	1991*
No. Retail Establishments.	93	83	102	243
Square metres	4,340	6,030	9,110	27,380

* From survey carried out by Planning Department.

Since the last Development Plan there has been a huge increase in both the number of retail establishments and square metres of retail space - the former increasing by two and a half times and the latter by three times. This increase reflects the time lag between the rapid growth in house building of the late 1970's and early 1980's and the construction of retail units to serve the increased population. In conjunction with this, the completion of the by-pass in 1983 served to make the town more attractive for retailers and shoppers alike. The Super-Valu site at the Fair Green, the Crossings on the Dublin Road and the Moat Shopping Mall at N. Main St. were the major retail developments completed since 1985. In the two major residential areas of the town - Ballycane and Monread - a neighbourhood shopping centre has been constructed at the former and permission exists for a neighbourhood centre at the latter. In addition, permission exists for two further shopping developments at Friary Road and Corban's Lane. If these and other retail commitments are built during the course of the Plan, up to 3,200 square metres could be added to the existing stock, totalling some 30,580 square metres.

A 1.2 hectare site has been ear-marked in Monread for a District Shopping Centre which will serve the entire Monread area when completed.

It is the policy of the Council to:-

a) encourage the intensification of commercial activities in the town centre including the use of upper floors both on and off the Main Street;

b) reserve sites for local shopping in new residential areas;

c) prohibit the development of large scale shopping outside the 'town centre' area as this would adversely affect the viability of the existing central shopping and commercial area.

1.14 OFFICES

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. Approximately 11,900 square metres of office space exists today - almost double the total of 5,585 square metres available in 1977. Planning permission exists for a further 1,970 square metres of office space which could be developed during the period of the Plan.

Figures for those employed in service industry in Naas are not available. However, the following institutions in the Urban District constitute probably the largest employment sector. These include:- the Eastern Health Board, Kildare County Council, Naas Urban District 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, Garda station and Army barracks staff. 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.

It is the policy of the Council to encourage office development in the town centre, especially using upper floors of buildings, so as to expand the employment opportunities available for the projected increase in the labour force, while at the same time protecting the environment and amenities of residential areas. This will mean discouraging the location of office uses such as office parks outside the 'town centre' area.

1.15 VACANT SPACE

The construction of so much new retail and office space has resulted in the abandonment of some upper floors in the Main St. and some substandard premises on and off the Main Street in favour of purpose-built units. There is currently 3,750 square metres of vacant retail and office space in the town - an indication of the level of 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.

It is the policy of the Council to:-

a) identify and secure the development and renewal of obsolete areas

within the town;

b) facilitate the renewal of derelict, obsolete or vacant land through the use of legal powers of land acquisition in the assembly of sites and development, where appropriate;

c) encourage acceptable forms of urban renewal through the provision of expert planning advice and the formulation of design and development briefs, where appropriate.

1.16 AMENITY

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 help 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 G.A.A., soccer, rugby, hockey, tennis, athletics and canoeing. The Town Hall, the Moat Hall, the G.A.A. Hall, the new tennis clubhouse and the renovated Canal Stores provide for varied social activities. A section of the Council lands at Caragh Road have been developed for athletics, hockey and soccer and planning permission exists for a 1,480 square metre sports/community centre.

At present there is a deficiency with regard to major public open space in Monread. It is hoped to remedy this deficiency by the creation of a 12.14 hectare District Park to cater for active recreation needs. Negotiations are under way to acquire the first 4.5 hectares of this park. The two major parks at Fair Green/Lakelands and Kingsfurze/Woodlands continue to be developed. The most recent development in the town included the laying out of the 0.98 hectare Naas Workhouse Memorial Park in November, 1991, linking the lakes with the Craddockstown Road next to the County Council offices. A site centred around St. David's Castle gardens is being examined with a view to creating a small town centre park within easy reach of the Main Street.

The spur of the Grand Canal as far as the Harbour in Naas has now been re-opened to navigation. All four locks within the Urban District have been repaired and the Office of Public Works carries out periodic clearance of weed and debris. Many of the recommendations of the "Canal Harbour Action Area Plan" have been carried out. The Canal Harbour Stores have been renovated and are now being used by Kildare Youth Services with the harbour itself being used for canoeing. The Corbally Line stretch of the canal has recently been cleaned and the towpath opened up to its terminus at Corbally. Some work remains to be done with regard to resurfacing and access from roads to the towpath. Pathways have been developed along the stretch between Abbey Bridge and Tandy's Bridge and all bridges have been listed for preservation. The development of the Council site at the Caragh Road envisages the development of the Corbally Line stretch at Jigginstown Bridge for water sports. The Council has also rezoned land between the canal, north of the Harbour for amenity purposes.

It is the policy of the Council to:-

- a) encourage the provision of improved and more varied social, cultural and sporting facilities to serve the needs of the town;
- b) co-operate with local groups and encourage the provision of new recreational and social facilities, as and when required;
- c) provide for and encourage the development of health and other community facilities in conjunction with the relevant statutory and voluntary agencies;
- d) 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.

1.17 CONSERVATION AND PRESERVATION

Naas is fortunate in having a town centre of strong architectural quality with a number of buildings of architectural and historic interest both on the Main St. and spread over the Urban District area. The existence of the Grand Canal spur, and some well landscaped stud farms means that Naas is rich in areas of environmental, historical and natural interest.

It is the policy of the Council to protect the existing environmental character of the town and in particular to:-

- a) preserve items of artistic, architectural, historic or townscape interest and their environs;
- b) preserve sites, features and other objects of archaeological or historic interest and their environs as listed in the Sites And Monuments Record of County Kildare published by the Office of Public Works;
- c) preserve views and prospects;
- d) preserve woods, trees and other flora by the use of Tree Preservation Orders and other measures and initiatives;
- e) 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;
- f) protect and improve all existing rights-of-way and to create further rights-of-way where necessary or appropriate.

1.18 TOWN CENTRE

Naas has a Main Street of strong architectural quality - created by continuous linked facades which, with prevailing slated roofs, gives an atmosphere of unity and urban quality. Its well balanced mixture of financial, commercial and public buildings suggests its role as the administrative and service centre of the County. The basic form of the town is linear. However, the Council's policy is tending to

create a more compact shape to the town. North Main Street includes Poplar Square, a triangular space bounded by two storey business premises, interest and character being created by Lawlor's Hotel. Plans have been drawn up for the pedestrianisation of this area subject to the availability of replacement car-parking spaces. From there, the street curves and rises gently past some well detailed commercial premises until the Town Hall is reached. The Main Street again widens at Market Square and then gradually the building lines converge at Murtagh's (Finan's) Corner. Plans have also been drawn up for the pedestrianisation of Market Square. Financial and Public Buildings of varied architectural styles combine with more traditional shop-fronts and private houses in South Main Street to create a vibrant and stimulating streetscape.

Most of the buildings in the Main Street are well-maintained. The Council's policy of controlling advertising has led to more awareness of the quality of the town centre and less-cluttered street facades. The Council is exercising, and shall continue to exercise, its statutory powers to maintain control over signs which detract from the general appearance of the town. The Council will also continue to encourage a higher standard of shop-front design in all new planning applications.

It is the policy of the Council to:-

- a) protect the existing architectural character of the town centre area and its pattern of two- and three-storey buildings with pitched slated roofs;
- b) encourage new developments which will be sympathetic with the existing streetscape in terms of height, proportions and finishes and be of a high architectural and civic design standard;
- c) protect the pattern of narrow streets off the Main Street by maintaining the existing street lines and sense of enclosure, particularly with regard to buildings at street corners;
- d) improve the existing townscape through the provision of pedestrianised areas, tree planting, landscaping and the undergrounding of overhead wires;
- e) prevent development, and in particular forms of advertising, which would be injurious to the town's historic and architectural heritage;
- f) encourage the intensification of commercial activities within this area including the use of upper floors both on and off the Main Street;
- g) prohibit the development of offices and large scale shopping outside the 'town centre' as outlined on the 'Development and Conservation Objectives Map' for the Central Area.

1.19 BLOODSTOCK INDUSTRY

There are a total of eight stud farms and training establishments within or partially within the Urban District. Between them, Oldtown, Oak Lodge, Ballyprior, Craddockstown, Bluebell Farm, Keredern, Pipers Hill and Rathasker Studs occupy 247 hectares representing

approximately 13.5% of the total land area of the Urban District.

The Council recognise the importance of the bloodstock industry within and bordering the Urban District and it is policy to protect the environmental qualities necessary for its successful operation. The high amenity value which investment in this industry requires, will be protected from encroachment or spoliation by urban sprawl, ribbon development or other anti-amenity features of unsympathetic developments, especially those generating noise, traffic, hygiene or dust problems.

1.20 AGRICULTURAL LAND

In addition to the above stud farms there are a total of 23 farms within or partially within the Urban District. 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 Urban District embrace such a large proportion of agricultural land.

It is Council policy to:-

- a) treat the agriculturally zoned area of the Urban District 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;
- b) ensure that farming activities do not cause pollution to streams or water courses.

1.21 TOURISM

It is the policy of the Council to encourage the development of tourism - especially canal-based and heritage-based - in co-operation with Bord Failte, the Office of Public Works and other relevant bodies, so as to expand the employment opportunities available to residents of the town.

1.22 SAND AND GRAVEL EXTRACTION

In general, no sand and gravel extraction will be permitted in the Urban area. It is Council policy to minimise the environmental impact of this type of development where it may be allowed.

1.23 CASUAL TRADING

The Council will carry out its statutory functions under the Casual Trading Act, 1980, including the issuing of Casual Trading permits and the designation of Casual Trading areas where they are felt to be necessary. It is policy to prosecute in situations where the Act is being contravened.

1.24 WILDLIFE ACT

It is the policy of the Council to co-operate with the Forestry and Wildlife Service in the function of securing the conservation of wildlife in the Urban District and to discharge its statutory obligations under the Wildlife Act, 1976.

1.25 LITTER ACT

The Council recognises the importance of protecting the roadside from indiscriminate dumping and bill-postering 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 Act, 1982.

1.26 TRAVELLERS SETTLEMENTS

It is the policy of the Council to investigate the provision of a halting site to cater for travellers in the Urban area and to provide, in co-operation with Kildare County Council and other statutory and voluntary bodies, such a site within the period of the Plan.

1.27 KINSALE GAS.

The Council is aware that the availability of a natural gas supply gives an increased impetus to employment in Naas. It is Council Policy to encourage An Bord Gais to extend the natural gas supply to Naas and to establish a gas network throughout the Urban District.

1.28 CONTRIBUTIONS

The Council, bearing in mind the capital expenditure necessary for the provision of services which facilitate any proposed development, will require contributions towards the provision of such services as are provided for in the Local Government (Planning and Development) Acts. It is further Council policy that the rate of contribution in respect of development contributions will be adjusted on an annual basis having regard to the rise in the building cost index or in the consumer price index.

1.29 FINANCE AND IMPLEMENTATION

It is the policy of the Council to:-

- a) seek to secure the necessary finance to implement the detailed objectives of this Plan, in particular from Central Government and through partnership with private enterprise;
- b) use all legal powers available so as to achieve the development aims of this Plan;
- c) to utilise its expertise in advice and guidance to developers and to encourage implementation of objectives by advocacy and persuasion.

2.1 ZONING

The Use Zoning Objectives for this Plan are set out on five Maps. One map for the Central Area at scale 1:2500 (at the back of this document) and four maps at scale 1:5000 each covering a quadrant of the town.

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 so as to promote greater environmental quality.

Zoning in the town centre 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. Only where conflict arises, in either environmental or economic terms, is it intended that limitations be put on certain types of development in particular areas.

Zoning 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 agricultural land from encroachment, 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 and future situation regarding the provision of essential physical infrastructure - especially water, sewerage and roads;
- b) physical features and amenities of the town;
- c) the present development area and trends in development since 1985;
- d) current use zoning objectives as contained in the Naas Development Plan, 1985;
- e) the amount of committed and uncommitted land within the existing development area;
- f) the location of existing social infrastructure (schools, community facilities etc.);
- g) accessibility of land and the pattern of land ownership;
- h) the character of the town with regard to the scale and pattern of development;
- i) the effect on the town of the completion of the Droichead Nua By-pass and Kilcullen Link;
- j) general planning principles.

2.2 USE ZONING OBJECTIVES

A: To preserve existing residential uses and provide for infill residential development.

B: To provide for new residential development and for local shopping and residential services.

C: To provide for and improve retailing, commercial and other uses appropriate to a busy town centre.

D: To preserve the existing mix of residential and commercial use of these areas.

E: To preserve, provide for and improve recreational public and private open space.

F: To provide for and improve community and educational facilities.

G: To provide for and improve industrial/warehousing development.

H: To provide for transport uses.

I: To provide for and improve public utilities in the Urban District.

J: To provide for continued agricultural development and associated uses.

A: EXISTING RESIDENTIAL/INFILL

The purpose of this zoning is to preserve existing residential use and amenity of the area. Such areas, particularly where bordering the commercial town centre, will be protected from the pressures of higher order uses such as retail and office development. Infill housing development within the 'town centre' area as defined, will be permitted at a higher density than in suburban areas of the town reflecting the more compact nature of this area and the ready availability of local services and community facilities.

B: NEW RESIDENTIAL

The purpose of this zone is to provide for and improve new residential areas and for associated local shopping and other residential services. Housing is the primary use but recreation, education, clinic/surgery uses and small corner shops (maximum 70 square metres) are also envisaged. The zoning also provides for differing maximum densities (in hectares) in different parts of the town.

C: RETAIL/COMMERCIAL

This is the primary use category within the town centre area and is the highest value use in property terms. A small area in Monread is also zoned retail/commercial to allow for town centre type uses to serve this growing residential neighbourhood.

The purpose of this zone is to provide for and improve retailing and

commercial activities of all kinds - shops, offices, banks, public houses, cultural uses, flats, houses etc. In this zone, it will be an objective of the Council to encourage intensive use of existing buildings and backlands and especially the full use of upper floors of premises.

In the pursuit of this policy, a major consideration will be the protection of the character of the existing shopping streets. This character stems from the harmonious mixture of many different uses and it is Council policy to retain this mix.

Warehousing and general industrial uses are more appropriate to the industrial zones outside of the town centre retail/commercial area and will not be permitted, save where they are already in existence as at Millbrook, Corban's Lane and Friary Road.

D: RESIDENTIAL/COMMERCIAL

This is an intermediate zoning reflecting the established 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.

E: AMENITY/OPEN SPACE

This zone relates to land in public or private ownership, used or intended to be used for recreational or open space purposes. The purpose of this zone is to preserve, provide for and improve open space used as such. Most categories of development will not be permitted in this area.

F: COMMUNITY/EDUCATION

This is the main community zone and relates to all religious, educational and public facilities such as swimming pool, town hall, courthouse, health centre, library, car-parks etc.

The purpose of the zone is to provide for and improve community and educational facilities. Where existing facilities are so zoned, the intention of the Council is to ensure the retention of the use (which is assumed to have community value).

G: INDUSTRIAL/WAREHOUSING

Most of the industrial areas are located to the north of the town in Maudlins and along the Monread Road where there is good access to the N7 and, with the completion of the Kilcullen Link, to Waterford and Kilkenny. The purpose of this zone is to provide for industrial and especially warehousing uses for new firms seeking sites. It is also policy to encourage industrial and warehousing uses which are still located in the town centre to relocate out to more suitable and better serviced sites zoned for such uses.

H: TRANSPORT

This is one of the smaller use zoning classes in the town and is intended to reflect current use as a petrol or service station. There are no public transport land uses since the removal of the Naas-Tullow railway line. The Grand Canal is no longer used for transport purposes and is now zoned amenity/recreation reflecting its current use.

I: PUBLIC UTILITIES

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, sewerage etc. to the town.

J: AGRICULTURAL

Given the extent of the Urban Boundary of the town a large part of the area is agricultural. The purpose of this zone is to ensure the retention of agricultural uses and especially the bloodstock industry (including the race course) and protect them from encroachment by unplanned urban sprawl and ribbon development. Uses which are associated with agriculture, or which would not interfere with such use are open for consideration. These would include limited housing for persons who can demonstrate a need to live in the agricultural zone, tourism related projects such as tourist caravan parks or camp-sites and amenity uses such as playing fields or parks.

2.3 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 will necessarily be accepted. Factors such as density, height, 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. (Guide-lines and Standards on these matters are set out in the Development Control Section of this Plan).

2.4 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 1st, 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.

TABLE IV. MATRIX TABLE

	A	B	C	D	E	F	G	H	I	J
House	I	I	I	I	X	X	X	X	X	O
Flat	I	I	I	I	X	X	X	X	X	X
Guesthouse/Hotel	O	O	I	I	X	X	X	X	X	O
Restaurant	O	X	I	O	X	X	X	X	X	O
Public house	X	X	I	O	X	X	X	X	X	X
Retail shop (convenience)	O	O	I	I	X	X	X	O	X	X
Retail shop (general)	X	X	I	O	X	X	X	X	X	X
School	O	O	O	O	X	I	X	X	X	O
Medical/Consultant	O	O	I	I	X	O	X	X	X	O
Health centre/Clinic	O	O	I	I	X	I	X	X	X	O
Hospital	O	O	O	O	X	O	X	X	X	O
Nursing home	O	O	O	O	X	O	X	X	X	O
Community hall	O	O	O	O	O	I	X	X	O	O
Sports club and Grounds	O	O	X	O	O	O	X	X	O	I
Recreational buildings	O	O	O	O	O	I	X	X	O	O
Library/Art gallery	O	O	I	O	O	I	X	X	X	O
Offices	X	X	I	O	X	O	O	X	O	X
Garages/Panel beating	X	X	X	O	X	X	O	O	X	X
Agricultural machinery	X	X	X	X	X	X	O	X	X	O
Filling station	X	X	X	O	X	X	X	I	X	O
Motor sales	X	X	O	O	X	X	X	O	X	X
Car park	O	O	I	O	X	I	O	O	O	O
Commercial vehicle park	X	X	X	X	X	X	O	X	X	X
Cinema/Dance hall/Disco	X	X	I	O	X	X	X	X	X	X
Wholesale outlet	X	X	O	O	X	X	O	X	X	X
Warehouse	X	X	X	O	X	X	I	X	X	X
General industry	X	X	X	X	X	X	I	X	X	X
Light industry	X	X	X	O	X	X	I	X	X	X
Special industry	X	X	X	X	X	X	O	X	X	X
Workshop	X	X	O	O	X	X	I	X	X	X
Major playing fields	X	O	X	X	I	I	X	X	X	O
Place of worship	O	O	I	O	X	I	X	X	X	O
Park/Playground	O	I	O	O	I	I	X	X	I	O
Camping site	X	X	X	X	O	X	X	X	X	O
Caravan park	X	X	X	X	X	X	X	X	X	O
Cattle shed/slatted unit	X	X	X	X	X	X	O	X	X	I
Broiler house	X	X	X	X	X	X	O	X	X	I
Stable yard	X	X	X	X	X	X	O	X	X	I
Amusement centre/Arcade	X	X	X	X	X	X	X	X	X	X
Take-away	X	X	I	O	X	X	X	X	X	X
Marina/Boatyard	X	X	X	X	O	X	X	X	X	X
Utility structures	O	O	O	O	O	O	O	O	I	O
Play-school/Creche	I	I	I	O	X	O	X	X	X	O

USE ZONING OBJECTIVES

- A = EXISTING RESIDENTIAL/INFILL
- B = NEW RESIDENTIAL
- C = RETAIL/COMMERCIAL
- D = RESIDENTIAL/COMMERCIAL
- E = AMENITY/OPEN SPACE
- F = COMMUNITY/EDUCATION
- G = INDUSTRIAL/WHOLESALE
- H = TRANSPORT
- I = PUBLIC UTILITIES
- J = AGRICULTURAL

SYMBOLS USED

- I = NORMALLY PERMITTED
- O = NOT NORMALLY PERMITTED BUT OPEN FOR CONSIDERATION
- X = NOT PERMITTED

2.5 SPECIFIC OBJECTIVES.

This section of the Plan sets out the specific objectives of the Council in respect of works which the Council itself intends to carry out and in respect of the implementation of development by the private sector during the period of this Development Plan. Achievement of these objectives will, in many cases, be dependent upon adequate finance being made available to the Council from central government and other sources. Development and Conservation Objectives appear on five maps. One map for the Central Area at scale 1:2500 (at the back of this document) and four further maps at scale 1:5000 each covering a quadrant of the town. Some objectives are not site specific and thus cannot be shown on these maps.

2.6 NEW RESIDENTIAL OBJECTIVES

It is an objective of the Council to:-

- NR1. co-ordinate the provision of roads and services to new housing developments;
- NR2. ensure a high standard of design layout and variation in house type in new schemes;
- NR3. vary housing density throughout the area keeping an overall net density of 79 bed-spaces per hectare (32 bed-spaces per acre);
- NR4. develop housing estates using the principle of short culs-de-sac, courts or open squares accessed from local distributor roads to ensure safety and privacy and providing for designs which will facilitate pedestrian movement and restrict or control vehicular traffic;
- NR5. prohibit ribbon development along routes out of the town;
- NR6. encourage the provision of landscaped pedestrian linkages between and within housing estates - preferably located away from roads;
- NR7. preserve, where possible, existing trees and hedgerows along roads to act as buffers between passing traffic and residential areas;
- NR8. preserve, where possible, hedgerows in the area which act as natural boundaries between housing areas and which form visually pleasing features.

2.7 EXISTING RESIDENTIAL/INFILL OBJECTIVES

It is an objective of the Council to:-

- ER1. preserve and improve the amenities of existing residential enclaves;
- ER2. ensure that infill housing is in keeping with the existing area in terms of scale, density and design;
- ER3. ensure a high standard of design layout and variation in any new infill scheme;

ER4. identify suitable small sites for infill housing, especially for elderly and single persons and carry out such schemes where appropriate;

ER5. continue to co-operate with the Eastern Health Board and voluntary bodies in the provision of sheltered housing;

ER6. protect residential enclaves from the pressures of encroaching commercial development especially in the town centre area.

2.8 RETAIL/COMMERCIAL OBJECTIVES

It is an objective of the Council to:-

RC1. encourage and facilitate the location of a large-scale retailing outlet in the 'town centre' area;

RC2. encourage the use of upper floors both on and off the Main Street for commercial use, where feasible;

RC3. prohibit large-scale retail/commercial uses outside the 'town centre' which would detract from its role as the main commercial area of the town;

RC4. encourage appropriately located corner shops to serve existing and future housing areas;

RC5. allow for the provision of a District Shopping Centre with possible associated community facilities on a 1.2 hectare site at the junction of Monread Avenue and the proposed distributor to the Dublin Road;

RC6. encourage the construction of a Neighbourhood Shopping Centre on a 0.4 hectare site located on the Monread Avenue to the rear of St. Corban's Cemetery;

RC7. encourage the construction of a Neighbourhood Shopping Centre on a 0.4 hectare site in the centre of lands owned by Ballymore Homes to the north-west of the Monread area.

2.9 COMMUNITY/EDUCATION OBJECTIVES

It is an objective of the Council to:-

CE1. co-operate with the Department of Education, the Vocational Educational Committee for Co. Kildare and school management boards in the provision of school places;

CE2. continue to press for the provision of proper classroom and other necessary facilities to relieve overcrowding at post-primary level in the town;

CE3. co-operate with the Eastern Health Board and other statutory and voluntary agencies in the provision of health and community social facilities;

CE4. re-locate the fire station, currently located at the Fair Green,

to a more suitable location in the town;

CE5. preserve free from development, that land to the rear of St. Patrick's VEC fronting onto the Rathasker Road to allow for the future expansion of the school and the provision of playing fields and car-parking;

CE6. preserve the old cemetery and the wall which surrounds it at Abbey Bridge and pursue a policy of clearing and maintenance;

CE7. encourage the provision of community facilities at the 1.2 hectare District Shopping Centre site in Monread;

CE8. preserve the Church of Ireland cemetery and extension on the Dublin Road including the surrounding wall, caretakers cottage and two pyramid tombs;

CE9. facilitate the Roman Catholic Church in its building of a new church on lands at Ballycane to cater for the expanding population in this area. It is further policy to allow for recreational uses on the car-park which will serve the church;

CE10. co-operate with the Eastern Health Board in the proposed expansion of the County Hospital on the Craddockstown Road;

CE11. preserve lands to the rear of the Mercy Convent as playing fields for use by the convent primary and second level schools;

CE12. examine the possibility of locating a third level Regional Technical College on the site of Devoy Barracks should the Department of Defence decide to close this facility;

CE13. facilitate the St. Vincent de Paul Society in constructing apartments and houses for their clients on two sites on either side of the proposed realigned Rathasker Road where it meets the Limerick Road.

2.10 INDUSTRY/WHOLESALE OBJECTIVES

It is an objective of the Council to:-

IW1. encourage the relocation of those industries situated in the town centre out to lands zoned for such purposes on the edge of the town;

IW2. encourage the expansion of existing industry and the development of new industry in the town;

IW3. encourage the development of tertiary service industries in the town;

IW4. facilitate the development of warehousing and distribution uses on land zoned for such purposes;

IW5. co-operate with the IDA in attracting industrial/wholesale uses to lands zoned for such uses between the Monread Road and the Urban District Boundary;

IW6. encourage the completion of Maudlins Industrial estate;

- IW7. co-ordinate the provision of roads and services to sites;
- IW8. co-operate with the IDA in attracting a technologically based industry to the now vacant Research Park on the Tipper Road;
- IW9. facilitate the development of manufacturing, warehousing and distribution uses at the Naas Industrial Estate and Fishery Lane;
- IW10. encourage the completion of Naas Industrial Estate;
- IW11. facilitate the development of the Cotton Mills site on the Limerick road for industrial and related commercial use.

2.11 AMENITY/RECREATION OBJECTIVES

It is an objective of the Council to:-

- AR1. provide a public park for passive recreation on land located between the Harbour, Abbey Bridge and the canal;
- AR2. 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 zoned for amenity purposes;
- AR3. provide a footbridge linking Sarto Park open space with the proposed park between Abbey Bridge and the canal;
- AR4. provide a town centre park located around the pond in the Teagasc grounds at Friary Road and the gardens of St. David's Castle;
- AR5. 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 estate at the road bridge across the disused railway line;
- AR6. continue landscaping and the development of amenities on open spaces such as the Fair Green and the lakes;
- AR7. protect and preserve views and prospects of the canal from all locations;
- AR8. protect and preserve as an amenity, the Watering Place at the County Hospital Gate;
- AR9. preserve views and prospects of the North Moat from Abbey Street, Abbey Road and the canal;
- AR10. preserve views of the lakes from the Fair Green;
- AR11. preserve views of the East Kildare Uplands from the Fair Green and the lakes;
- AR12. preserve views of St. David's Castle from Church Lane;
- AR13. preserve views and prospects forming the setting and environs of all buildings and structures listed for preservation;

AR14. 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) between the North Moat and cemetery at Abbey Bridge
- .4) the embankments of the old railway bridge at Friary Road
- .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 trees in rear garden of house backing onto Kingsfurze open space
- .23) Dublin Road - stand of 7 trees
- .24) CoI cemetery, Dublin Road - trees within cemetery wall
- .25) Fishery Lane - line of Scots Pines on north side of road
- .26) line of trees along hedgerow on north-east side of Craddockstown Road
- .27) entrance to Craddockstown House
- .28) four cedars in front of County Hospital
- .29) around County Council Offices
- .30) entrance to Pipers Hill Stud on the Kilcullen Road
- .31) group of 4 trees in field to the south of the County Council Offices
- .32) entrance to Four Lakes golf club
- .33) Oakfield, Blessington Road - roadside belt of trees
- .34) to the rear of Jigginstown Castle
- .35) along north bank of canal between Limerick Bridge and the Limerick Road
- .36) coppice at Urban District Boundary near Rathasker Road
- .37) specimen trees at Devoy Barracks
- .38) Ard Mor, Kilcullen Road
- .39) line of Beech trees on east side of the Rathasker Road
- .40) road boundary at John Keogh (fencing contractor), Limerick Road
- .41) line of Beech trees at Bluebell Farm, Kilcullen Road
- .42) specimen trees at Bluebell Farm, Kilcullen Road
- .43) urban boundary between Bluebell Farm and Pipers Hill Stud
- .44) behind thatch cottage (Farrington's) Limerick Road
- .45) north bank of the canal on Caragh Road lands of Council
- .46) around Knocks House
- .47) along the avenue to Knocks House
- .48) between Knocks House and the Canal
- .49) around Keredern House
- .50) around Grove House

- .51) around Leinster Grove
- .52) on roadside between Leinster Mills and motorway
- .53) on roadside between motorway and Urban District Boundary
- .54) on east bank of the canal in Oldtown Demesne
- .55) at entrance to Millbrook Lodge around Tandy's Bridge
- .56) at Alder Grove, Oldtown Demesne
- .57) at the water gardens and around pond, Oldtown Demesne
- .58) on west side of the Sallins Road in Oldtown Demesne
- .59) along boundary wall of Oldtown Demesne between Sallins Road and the canal

AR15. continue the development of canal-side walking routes in conjunction with the relevant statutory and voluntary bodies;

AR16. develop urban landscaping throughout the town centre in order to enhance amenities;

AR17. continue to implement the proposals contained in the Naas Canal Harbour Action Area Plan;

AR18. ensure that a 12.14 hectare District Park is provided adjoining the open space at Monread Heights;

AR19. provide for small neighbourhood open spaces in addition to the District Park at Monread;

AR20. encourage the provision of pedestrian spines throughout new housing areas in Monread to link in with the District Park;

AR21. seek the completion of the landscaping at the Monread Heights open space;

AR22. ensure the provision of small playlots in new housing schemes;

AR23. ensure a high standard of open space provision in new housing schemes in terms of size, location and landscaping;

AR24. improve existing open space areas in housing which has been taken in charge by the Council;

AR25. facilitate the continuation, in its present use, of Naas Racecourse;

AR26. facilitate the continuation, in its present use, of Naas GAA Club at Fishery Lane;

AR27. complete the pedestrian link between Roselawn and the Dublin Road;

AR28. continue landscaping and the development of amenities at the lakes;

AR29. continue landscaping and the development of amenities at the new Naas Workhouse Memorial Park on the Craddockstown Road;

AR30. protect and preserve views of the East Kildare Uplands from the Craddockstown Road;

AR31. facilitate the completion of the public open space area at

Lakelands/Sundays Well/Lacken View/Cleevaun;

AR32. continue landscaping those areas south of the Blessington Road which remain after realignment work;

AR33. provide further planting of trees at the southern end of the lakes;

AR34. seek to re-open the towpath along either side of the canal between Limerick Road and the Urban District Boundary;

AR35. explore, in conjunction with the Office of Public Works, the creation of a walkway along the entire length of the canal to Corbally Harbour;

AR36. explore the possibility of re-opening the right-of-way known as Primrose Lane between the Rathasker Road and the Old Limerick Road;

AR37. seek the creation of a public right-of-way from the Limerick Road to the now disused Jigginstown Bridge as a means of access to the Council playing fields at Caragh Road;

AR38. encourage the Office of Public Works to repair and restore Jigginstown Bridge and make it safe for pedestrians;

AR39. seek the creation of a walkway along the towpaths on the northern and southern banks of the canal between the Limerick Road and Ploopluck Bridge;

AR40. 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. co-operate with the Office of Public Works 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. seek to create a safe boating amenity area on the canal between Jigginstown Bridge and the Limerick Road;

AR43. 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. seek to maintain and improve, in co-operation with statutory and voluntary bodies, the sporting facilities at the Caragh Road;

AR45. promote tourism-based development of the canal in co-operation with the Office of Public Works, Bord Failte, other state agencies, voluntary bodies and property owners;

AR46. maintain and upgrade the recreation facilities at St. Gabriel's Place;

AR47. preserve and conserve existing stone walls and encourage the use of stone as an appropriate boundary treatment;

AR48. 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.

2.12 UTILITY SERVICES OBJECTIVES

2.12.1 Sanitary Services

It is an objective of the Council to:-

US1. co-operate with Kildare County Council in expanding the capacity of the Osberstown Treatment Plant from the current 40,000 population equivalent to 80,000 population equivalent to service the mid-Kildare area;

US2. provide sewerage services to all lands zoned for development;

US3. prohibit the connection to sewerage of any proposed development out of phase with the overall development of the town and where the existing services are committed for other development;

US4. ensure the separation of foul and surface water effluents through the provision of separate sewerage networks;

US5. ensure the changeover from septic tanks to mains connections in all cases where this is feasible;

US6. preserve free from development the wayleaves of all public sewer and water mains;

US7. culvert the stream running through the centre of the Monread neighbourhood up to Monread Road;

2.12.2 Water.

US8. provide sufficient water to service all the lands zoned for development in this Plan;

US9. minimise wastage in the water supply network.

2.13 ITEMS FOR PRESERVATION OBJECTIVES

It is an objective of the Council to secure the preservation of certain items of historic, architectural, archaeological and/or townscape interest. The Council will, accordingly, in its development control function have regard to this objective. Any proposals to demolish or alter these items in any way will require prior planning permission, and the effect of this objective is to remove any such development from the "exempted development" provisions of the Planning Acts and Regulations.

The listing of these items for preservation denotes their inherent value to the community. This value is recognised by the Council, and to this end, the Council in its tourism role will draw attention to the heritage that they represent. It will be an objective of the Council to assist owners of such properties in their maintenance and repair through free expert advice, and through advocacy with Central

Government and the relevant bodies such as the National Heritage Council for the provision of financial incentives for their upkeep.

The Council recognises the need for continued maintenance and upkeep of these items of historic, architectural, archaeological and/or townscape interest. The Council will, therefore, favourably consider proposals for their re-use or change of use to higher value economic uses, which will not involve the material alteration or the destruction of their character irrespective of the zoning objectives.

In addition to the items themselves, it is an objective of the Council to preserve their environs and setting, and to prevent or exclude any development which would destroy or detract from their amenity value. It is also an objective of the Council to preserve views and prospects of these items. All such views and prospects are considered by the Council to be of special amenity value and/or special interest.

The following is the list of items of historic, architectural and/or townscape interest to which the foregoing objectives apply. The list distinguishes between structures to be preserved in their entirety, interiors, facades and shop-fronts. It also arranges items according to whether they are of:-

- a) International Importance I
- b) National Importance N
- c) Regional Importance R
- d) Townscape Importance T
- e) Local Importance L

REF.	ITEM AND LOCATION	DESCRIPTION	RATING
IP1	St. David's Castle, Church Lane	Building	N
IP2	St. David's CoI, church gates & piers	Building	N
IP3	Catholic Church, Sallins Rd.	Building & Inter.	N
IP4	Abbey Bridge	Structure	N
IP5	St. David's House, S. Main St.	Building	R
IP6	Presbyterian Church, Market Sq.	Building	R
IP7	Court House, S. Main St.	Building	R
IP8	Naas Court Hotel, S. Main St.	Building & gates	R
IP9	40-41 S. Main St. (AIB)	Entire facade	R
IP10	44 S. Main St. (Ulster Bank)	Entire facade	R
IP11	Widows Home, Dublin Rd.	Two stone plaques	R
IP12	Glenville Tce. Dublin Rd.	Postbox in wall	L
IP13	North Moat, Abbey St.	Structure	R
IP14	Burial Ground, Abbey Bridge	Cemetery & Wall	R
IP15	Mercy Convent, Sallins Rd.	Building	R
IP16	Canal Stores, The Harbour (KYS)	Building	R
IP17	'Butt Mullins', Poplar Sq.	Possible town wall	R
IP18	6 Poplar Sq. (Hayden's)	Entire facade	R
IP19	Gate lodge, Naas Hospital	Building	R
IP20	Workhouse Memorial Park	Graveyard/Park	L
IP21	St. Patrick's Place, Friary Rd.	Building	R
IP22	10 S. Main St. (Kavanagh's)	Entire facade	R
IP23	36 S. Main St. (Dowling's)	Entire facade	R
IP24	16 S. Main St. (Mulvey's)	Building	R
IP25	New Row/ Fair Green St. (Finan's pub)	Building	T
IP26	New Row/S. Main St. (Christy's)	Building	T
IP27	1 S. Main St. (Kennedy's/Photo Centre)	Building	T

IP28	56 S. Main St. (Q&M Casuals)	Building	T
IP29	St. David's NS, Dublin Rd. (old building)	Building	L
IP30	13 N. Main St. (Fletcher's)	Entire facade	L
IP31	18-20 S. Main St. (Leinster Leader)	Buildings	L
IP32	21-22 S. Main St. (Gogarty's)	Entire facade	L
IP33	48 S. Main St. (Bank House, BoI)	Building	L
IP34	47 S. Main St. (Bank of Ireland)	Entire facade	L
IP35	52 S. Main St.	Shop-front	L
IP36	Moat Hall, Abbey St.	Building	L
IP37	Millbrook House, Millbrook	Building	L
IP38	Watering Place, County Hospital Gate	Water feature	L
IP39	Parochial houses, Sallins Rd.	Buildings	L
IP40	'Ballycane House', Craddockstown Rd.	Building	L
IP41	Two cottages, Limerick Rd.	Buildings	L
IP42	Poplar Square	Pillar postbox	L
IP43	St. Anne's, Poplar Sq.	Building	L
IP44	Station Masters House, Gleann na Greinne	Building	L
IP45	50 S. Main St.	Entire facade	L
IP46	Lawlor's Hotel, Poplar Sq.	Main building	L
IP47	Town Hall, S. Main St.	Building	L
IP48	34 Nth. Main St.	Shop-front	L
IP49	Cottage at St. David's, S. Main St.	Building	L
IP50	Wall between Fair Green and Lakelands	Stone wall	L
IP51	17 S. Main St. (Daly's)	Building	L
IP52	6 S. Main St. (Hanrahan's)	Entire facade	L
IP53	'The Knocks', Oldtown	Walled Farmyard	L
IP54	Old railway goods shed, Friary Lane	Building	L
IP55	Five cottages, Gleann na Greinne	Buildings	L
IP56	Gortnagrena, Gleann na Greinne	Building	L
IP57	5 N. Main St. (Conway's)	Shop-front	L
IP58	Jigginstown Castle and environs	Building & grounds	I
IP59	Limerick Bridge, Old Limerick Rd.	Structure	N
IP60	Jigginstown Bridge, Jigginstown	Structure	N
IP61	Ploopluck Bridge, Caragh Rd.	Structure	N
IP62	Tandy's Bridge, Oldtown Demesne	Structure	N
IP63	St. Patrick's Well, Oldtown Demesne	Well	N
IP64	Officer's Mess, Devoy Barracks	Building	N
IP65	NCO's Mess, Devoy Barracks	Building	N
IP66	Main Building Range, Devoy Barracks	Building	N
IP67	Guardroom, Devoy Barracks	Building	N
IP68	CoI cemetery, gates, wall & lodge	Structures	R
IP69	CoI cemetery, Dublin Rd.	Two pyramid tombs	R
IP70	County Hospital, Craddockstown Rd.	Main building	R
IP71	Co. Council offices, Craddockstown Rd.	Main building	R
IP72	'Oldtown House', Oldtown Demesne	Building	R
IP73	'Oldtown House', Oldtown Demesne	Main house annex	R
IP74	Octagonal pond, Oldtown Demesne	Structure	R
IP75	Water gardens, Oldtown Demesne	Gardens	R
IP76	Entrance gates & lodge, Oldtown Demesne	Structures	R
IP77	The turrets, Sallins Rd.	Structures	R
IP78	'Jigginstown House', Limerick Rd.	Building	R
IP79	Castle Rag, Limerick Rd.	Tower house	R
IP80	Temple Caragh, Caragh Road	Church remains	R
IP81	'Jigginstown Villa', Old Limerick Rd.	Building	R
IP82	'Jigginstown Cottage', Limerick Rd.	Castle remains	R
IP83	Kildare Hunt Kennels, Old Limerick Rd.	Buildings	R
IP84	'Spring Gardens', Sallins Rd.	House & walls	R
IP85	'Knocks House', Oldtown	House & interior	R
IP86	'Keredern', Oldtown	Building	R

IP87 'Leinster Grove', Osberstown	Building	R
IP88 Leinster Mills, Osberstown	Old mills	R
IP89 Cave Rath, Tipper South	Ringfort/Souterr.	R
IP90 Mound, Craddockstown Rd., Naas East	Mound	L
IP91 Ringfort, Tipper South	Ringfort	R
IP92 Decoy Hill, Osberstown	Earthwork site	R
IP93 Cemetery Mound, Ploopluck	Cemetery	R
IP94 Earthwork site, Oldtown Demesne	Earthwork site	R
IP95 'Grove Villa', Monread Road	Building	R
IP96 'Maudlins Farmhouse', Dublin Rd.	Building	L
IP97 'Monread Farmhouse', Sallins Rd.	Building	L
IP98 'Monread House', Sallins Rd.	Building	L
IP99 'Lannreagh House', Sallins Rd.	Building	L
IP100 'The Firs', Sallins Rd. (Gogarty's)	Building	L
IP101 Sallins Rd. (D'Arcy's)	Building	L
IP102 'Titusville', Sallins Rd.	Building	L
IP103 Pump & stone trough, Monread Rd.	Pump & trough	L
IP104 'St. Albans', Sallins Rd.	Building	L
IP105 'Melittia Cottage', Sallins Rd.	Building	L
IP106 Army Gate and Railings, Limerick Rd.	Structures	L
IP107 Old Gas Works, Canal Bank, Naas West	Building & chimney	L
IP108 Three-corner House, Tandy's Bridge	Building	L
IP109 'Oak Lodge', Old Limerick Rd.	Building	L
IP110 Old Limerick Rd. (Frayne's)	Building	L
IP111 Thatch house, Tigh na Ceard	Building	L
IP112 'Ploopluck House', Caragh Rd.	Building	L
IP113 'Abbey Cottage', Abbey Bridge	Building	L
IP114 'Greenmount Cottages', Kilcullen Rd.	Buildings	L
IP115 'Bluebell Farmhouse', Kilcullen Rd.	Building	L
IP116 'Craddockstown Lodge', Blessington Rd.	Building	L
IP117 'Greenawn Gowra', Tipper Rd.	Building	L
IP118 'Ard Caien', Tipper Rd.	Building	L
IP119 'Hill House', Tipper Rd.	Building	L
IP120 Gate Lodge, Dublin Rd. (Dr. Kehoe's)	Building	L
IP121 Glenville Terrace, Dublin Rd.	Buildings	L
IP122 'Carraig Ban', Dublin Rd.	Building	L
IP123 Sundays Well, Blessington Rd	Holy well	L
IP124 Lock-keepers cottage, Abbey Bridge	Building	L
IP125 Highland View Tce., Kilcullen Rd.	Postbox in wall	L
IP126 Ard Caien, Tipper Rd.	Postbox in wall	L

2.14 AGRICULTURAL OBJECTIVES

It is an objective of the Council to:-

A1. protect agricultural uses, particularly stud farms, from encroachment by urban development uses beyond that needed to cater for the orderly expansion of the town.

2.15 MOVEMENT OBJECTIVES

It is an objective of the Council to:-

M1. investigate the traffic trends and parking needs of the town after the completion of the Droichead Nua By-Pass/Kilcullen Link and implement recommendations for improvement where necessary;

- M2. realign and widen the Rathasker Road at junction with New Row/Limerick Road;
- M3. provide a new road from the Sallins Road to the Dublin Road south of The Sycamores and cul-de-sac Railway Terrace and The Sycamores upon completion of said road and pending its construction, to reserve the line of this route from any development;
- M4. improve the vertical alignment of Friary Road by removing the road bridge over the disused railway line and providing footpaths and public lighting;
- M5. widen Friary Road and footpaths to the east for sections between Corban's Lane and Poplar Square;
- M6. widen Abbey Street at the junction with Basin Street;
- M7. realign and widen John's Lane at bend opposite Keenan's car-park;
- M8. realign that section of Corban's Lane between Cill Corbain and Loughbwee;
- M9. realign and improve the junction of the Dublin Road and the Blessington Road;
- M10. realign that section of the Tipper Road between Roselawn and the entrance to the racecourse
- M11. ensure the provision of macadam surface to all private car-parks;
- M12. provide car parking where and when the need arises;
- M13. provide for and design junction details at Harbour View beside the library and at Basin Street beside the Canal Stores (KYS) in the interim period - until the final stage of the Canal Harbour Action Area Plan is implemented;
- M14. provide for and design junction details at Abbey Street and Abbey Road;
- M15. ensure that roads and footpaths are designed and constructed to cater for the needs of the physically disabled;
- M16. provide footpath continuity at the following locations:-
- .1) the east side of the Blessington Road to east of Elmwood;
 - .2) from Corban's Lane to existing footpath along south side of Friary Road;
 - .3) the south side of John's Lane;
 - .4) each side of Corban's Lane at Dara Court/Loughbwee;
 - .5) the west side of Loughbwee;
 - .6) the east side of Abbey Street;
 - .7) the east side of the Blessington Road from Elmwood to the Dublin Road;
 - .8) the north side of the Tipper Road between Woodlands and Roselawn;
 - .9) the west side of the distributor road linking the Blessington Road and the Craddockstown Road;
 - .10) the east side of the distributor road linking the Blessington

Road and the Craddockstown Road between the entrance to Hazelmere and the Neighbourhood Shopping Centre;

.11) the north side of the Craddockstown Road between Cleevaun and the distributor road at Hazelmere;

.12) along the south side of the Limerick Road between Boylan's Garage and Clarendon House;

.13) along south side of the Limerick Road from St. Patrick's Terrace to Devoy Terrace;

.14) the east side of the Kilcullen Road in front of Greenmount Cottages and the Garda Station;

.15) on both sides of Millbrook from the junction with Corban's Lane to Friary Road.

M17. 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;

M18. reduce traffic congestion at the junction of the Sallins Road and Poplar Square;

M19. seek the completion of the main distributor road (Monread Avenue) linking the Sallins Road and the Monread Road;

M20. seek the completion of an additional distributor link between Monread Avenue and the Dublin Road through lands to the north of Roseville;

M21. seek the completion of a number of distributor roads in the north-western part of Monread;

M22. realign the Sallins Road between the entrance to Oldtown and Cherry Grove and provide for a right-hand turning lane into Oldtown;

M23. improve the junction of Ashgrove Estate and the Dublin Road;

M24. realign sections of the Monread Road, where necessary, in the interests of public safety and provide footpaths and public lighting along its entire length;

M25. realign and widen Fishery Lane at the entrance to Fruehauf Ireland industrial site;

M26. realign and widen sections of the Craddockstown Road;

M27. realign and widen sections of the Ballymore Road;

M28. 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;

M29. construct a distributor road linking the Tipper Road and the Blessington Road through lands in the ownership of the IDA and pending its construction to reserve the line of this route from any development;

M30. realign that section of the Blessington Road between Friary Road junction and Tipper Road junction;

M31. provide for design junction details at the Tipper Road/Forenaghts Road junction;

M32. 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;

M33. 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;

M34. realign the junction of the Craddockstown Road and the distributor road at Hazelmere;

M35. 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;

M36. construct a distributor road linking the Rathasker Road to the Limerick Road at 'Chadwicks' and pending its construction to reserve the line of this route free from development;

M37. seek the realignment of sections of the Rathasker Road between the rear of St. Conleth's Place and the proposed intersection with the distributor road;

M38. seek the realignment of that section of the Kilcullen Road at Esmondale;

M39. examine the possibility of raising the Limerick Road at the point of crossing of the canal at Jigginstown;

M40. construct a distributor road linking the Caragh Road to the Limerick Road opposite the entrance to Arconagh and pending its construction to reserve the line of this route from any development. 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;

M41. construct a distributor road linking the Caragh Road to the Sallins Road from Ploopluck Bridge to Mill Lane and pending its construction to reserve the line of this route free from any development. 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 passage of pleasure craft and that the design of this road bridge over the canal be in sympathy with the existing canal bridges;

M42. realign that section of the Caragh Road between Ploopluck Bridge and the realigned section at the crossing of the Motorway;

M43. realign and reconstruct sections of the Sallins Road including the provision of a right-hand turning lane at the junction with Monread Avenue and the provision of public lighting between Monread Avenue and the Monread Road;

M44. provide for the construction of cycle-ways, where feasible, throughout the town and in particular in new residential areas and public open space;

M45. provide a pedestrian access but not a vehicular one to St. Corban's Cemetery from the Monread Ave;

M46. erect a set of traffic lights on the Dublin Road at the junction with the proposed distributor road linking to Monread Avenue.

2.16 TRANSPORT OBJECTIVES

It is an objective of the Council to:-

T1. encourage, in co-operation with Iarnrod Eireann, the re-opening of Sallins railway station to serve commuters to and from Naas.

2.17 TOWN CENTRE OBJECTIVES

It is an objective of the Council to:-

TC1. pedestrianise and pave Poplar Square including the planting of trees and the erection of suitable street furniture, bollards and focal attractions subject to the provision of necessary replacement car-parking;

TC2. pedestrianise and pave Market Square and that section of Church Lane to the UDC car-park including the planting of trees and the erection of suitable street furniture, bollards and focal attractions;

TC3. preserve and improve by use of suitable paving, street furniture, bollards and street lighting, the existing pedestrianised part of Corban's Lane connecting Loughbwee and New Row/Fair Green Street;

TC4. complete the pedestrian link between Sundays Well housing estate and Friary Road at the road bridge across the former railway line;

TC5. preserve the townscape character of the town centre with its pattern of two and three-storied buildings with pitched slated roofs. This objective will principally be achieved through the development control process and through the provision of free advice to developers;

TC6. encourage the removal of overhead cables and wires within the town centre in conjunction with the various utility companies;

TC7. strictly control advertising and seek to remove existing established signage which is visually obtrusive or out of scale and sympathy with the character of the town centre. In particular, neon and plastic signs will be prohibited;

TC8. within the Area of Archaeological Potential identified on the 'Development and Conservation Objectives' map, any planning permission for development which would involve excavation works will require that the developer employs at his/her expense, a professional archaeologist to record any archaeological remains encountered and to supervise all

excavation works;

TC9. ensure that the existing character of the historic street pattern be retained. In particular, the Mediaeval street line of the Main Street and adjoining streets will be retained and reinforced where necessary, through control on building lines and other planning restrictions;

TC10. ensure that all roads and service schemes involving sub-surface excavation greater than one metre in depth, carried out by or on behalf of the Planning Authority, will involve archaeological excavation and/or supervision, where located within an Area of Archaeological Potential;

TC11. provide, on a phased basis, standardised street name signs/plaques for all the streets and lanes of the town.

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SECTION 3. DEVELOPMENT CONTROL
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3.1 GENERAL

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

Development Control will be exercised by the Council in a positive manner, having regard to the provisions of the Local Government (Planning and Development) Acts 1963 to 1990, and with regard being had to the proper planning and development of the town, its amenities and the Council's policy objectives for the town. The requirements and standards set out herein should be seen in this light, as a form of guidance for developers.

3.2 DEVELOPMENT STANDARDS

3.2.1 ZONING

The Council will seek to secure the development of lands and properties in accordance with the Zoning Objectives set out in Section 2 of this Plan.

3.2.2 SITE COVERAGE

Site coverage standards are designed to both ensure a proper level of development on a site and to avoid the adverse effects of over-development. It also ensures that adequate space is available for circulation, car parking, etc., and to safeguard sunlight and daylight within the proposed layout of buildings.

The following site coverage standards will apply:-

TABLE V.

USE CLASSES	MAXIMUM SITE COVERAGE PERMISSIBLE
Residential	50%
Industrial/Wholesale	75%
Retail/Commercial	66%

The site coverage is determined by dividing the total area of ground covered by buildings by the total ground area within the site curtilage.

$$\text{SITE COVERAGE} = \frac{\text{TOTAL AREA OF SITE COVERED BY BUILDINGS}}{\text{TOTAL SITE AREA}}$$

3.2.3 PLOT RATIO

Plot ratio standards express the relationship between the gross area of a site, and the total gross floor area of a building. The purpose of plot ratio is to prevent the adverse effects of over-development on the layout and amenity of buildings on the one hand, and to ensure a proper sense of enclosure with buildings on their sites, on the other

hand.

The following plot ratio standards will apply:-

TABLE VI.

USE CLASSES	MAXIMUM PLOT RATIO PERMISSIBLE
Residential	1
Industrial/Wholesale	1
Retail/Commercial	1

The following equation provides the plot ratio figure:-

$$\text{PLOT RATIO} = \frac{\text{GROSS FLOOR AREA OF BUILDING}}{\text{GROSS SITE AREA}}$$

3.2.4 PARKING

Each development must provide the following car-parking space:-

TABLE VII.

LAND USE	UNIT	PARKING SPACES PER UNIT
Auditorium, Theatre, Cinema, Stadium	Seat	0.33
Church	Seat	0.33
Bank/Financial Institution	100 sq.m gross floor area	7.00
Library	100 sq.m gross floor area	3.00
Offices	100 sq.m gross floor area	5.00
Offices (above Ground Floor)	100 sq.m gross floor area	4.00
Shopping Centre, Retail Store		
Town Centre Location		
less than 250 sq.m	100 sq.m gross floor area	4.00
251 sq.m - 1,000 sq.m	100 sq.m gross floor area	6.00
greater than 1,000 sq.m	100 sq.m gross floor area	8.00
College, Vocational Schools	Student Seats	0.50
Schools	Per Classroom	1.00
Dwelling-house	Dwelling	1.00/2.00
Flat	Dwelling	1.25
Hospital	Per Bed	1.50
Hotel, Motel, Motor Inn, etc., (excluding function room)	Bedroom	1.00
Manufacturing	100 sq.m gross floor area	3.00
Warehousing	100 sq.m gross floor area	1.00
Ballroom Private Dance Clubs	10 sq.m dance floor and sitting down space	3.00
Restaurant	10 sq.m dining-room	2.00
Bars, Lounges, Function Rooms	8 sq.m net public space	3.00
Take-aways	100 sq.m gross floor area	6.00

NOTE: Any small shop development (ie less than 50 square metres) which applies for an extension to the premises will have two parking spaces deducted from the number needed, calculated on the gross floor area.

In implementing the above standards, however, the Council will reserve the right to alter the requirements having regard to each particular development.

Where car-parking bays are being provided by the developer, it will be necessary for the bays and aisles to be marked out on a permanent durable surface with lines 100mm wide in a durable material and to the required dimensions as stated below, in accordance with the recommendations set out in RT 181 published by An Foras Forbartha.

TABLE VIII.

BAY	DIMENSIONS
Car-Parking Bays	5.0m x 2.5m
Loading Bay	6.0m x 3.0m
Circulation Aisles	6.0m in width

NOTE: Credit will be given for existing authorised use in calculating the above standards.

Where the provision of car-parking is required by this Plan in relation to a development such provision may be met by providing the required spaces within the development or, where the Council require, by a contribution in accordance with the powers contained in the Local Government (Planning and Development) Acts, 1963 to 1990.

3.2.5 BUILDING LINES

Applications for developments will be dealt with on their merits in relation to established building lines or proposed improvement lines as follows:-

- a) Urban Roads outside the town centre - 18.5 metres from road fence;
- b) Main Roads - 31 metres from road fence;
- c) National Primary/Secondary Route - 91 metres from road fence.

In the case of the existing town centre, there will be no defined building lines, and the existing grain of the townscape will be the governing factor.

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, then a financial contribution to cover the cost of the said facilities will be levied by the U.D.C. This contribution will be in addition to the other contributions normally levied.

In implementing the above standards, however, the Council will reserve the right to alter the requirements having regard to each particular development.

Entrances to new or improved buildings must be designed and sited so as not to interfere with the free flow of traffic or cause unnecessary obstruction to road users.

All footpath crossings must be properly dished and constructed to the Council's satisfaction.

3.2.6 PETROL FILLING STATIONS

The following will constitute the Council's policy in regard to Petrol Filling Stations:-

- a) the location must be on the outskirts of the town, but inside the 30 m.p.h. or 40 m.p.h. speed limit. The advantage of this type of location is that it can serve both local and through traffic while traffic congestion will be less than that in the town centre and vehicles will be travelling relatively slowly, thus causing less risk;
- b) the preferred location is the near side of the road on the way out of town, so as to eliminate turns across the traffic;
- c) filling stations will not be allowed in open countryside within the Urban Boundary;
- d) access to/from filling station must be in accordance with the Council's requirements relating to each specific site.

3.2.7 HEAVY VEHICLE PARKING IN RESIDENTIAL AREAS

The indiscriminate parking of heavy vehicles or machinery in residential areas detracts greatly from the amenities of these areas. The Council in the protection of these amenities will co-operate with all other bodies which exercise control over this type of parking to eliminate the nuisance created.

3.2.8 RETAIL DEVELOPMENT

The town centre will be protected as the principal shopping area and out-of-town shopping will not be allowed as it is considered that it would undermine the role of the town centre. However, provision has been made in the zoning objectives for small neighbourhood shops within the Existing Residential/Infill zone. Where such shops are permitted, they shall be limited to 70 square metres in size for any unit. They shall be located away from through routes and shall be within walking distance of the residential area they are intended to serve (i.e., no more than 400 metres). Where possible neighbourhood shops should be provided in conjunction with other community facilities and neighbourhood services (e.g., doctor's clinics, creches, etc.).

3.2.9 SHOPPING CENTRES - DESIGN CONSIDERATIONS

Shopping centres and supermarkets often provide the main social and civic focus in suburban areas. Shopping centres must, therefore, conform to the highest design standards and must not be limited by purely commercial or functional considerations. While adequate car-parking, separate service areas and convenient access by public transport and by foot from surrounding residential areas are essential elements in a shopping centre, these must be supplemented by features that make the centre attractive and pleasing to the public. Such features include:-

- a) the scale, design and enclosure of pedestrian space;
- b) the provision and design of street furniture, e.g., seats, litter

bins, telephones;

c) the provision within the overall design of the centre of public facilities, e.g., sub-post office, toilets, health clinics, etc.;

d) activities and uses that keep the centre alive both during the day and evening;

e) the inclusion of residential use over shops, as an integral part of the centre in order to increase the evening activity and security of the centre.

The overall design strategy will normally reflect variety (by the use of different shop-fronts, set-backs, signs, etc.,) within a unified and disciplined design concept. The finishes of the buildings will reflect the importance of the shopping centre as well as its predominant buildings, in scale with and using finishes sympathetic to surrounding residential and commercial development. Tree planting and landscaping must also form part of the general design of the shopping centre.

3.2.10 BUILDING HEIGHT CONTROL

A high building is a building that is significantly higher than neighbouring or surrounding development. The following considerations will be taken into account in deciding an application for a high building:-

a) the degree of overshadowing and consequent loss of light caused to surrounding property;

b) the degree of overlooking, (particularly of residential property) and consequent loss of privacy to surrounding premises;

c) the extent to which there is disruption of the scale of an existing streetscape;

d) the extent to which the building detracts from structures or spaces of architectural or historic importance;

e) the extent to which the building detracts from important landmarks;

f) the detrimental effect on any existing building having special visual identity (e.g., a spire, dome, tower or other high building);

g) any attractive views from significant vantage points that would be obscured by the building;

h) the degree of obtrusion of the building on the skyline;

i) the scale of the building in relation to surrounding open space, together with the effect of the building on the quality of the space;

j) the area of the site, and whether it is large enough to provide a visual transition (by way of open space, or a base of lower buildings) from the scale of surrounding development;

k) the visual relationship of the building to existing open areas;

l) whether the purpose or civic importance of the building would justify its prominence;

m) the effect of the building on the micro-climate in the immediate vicinity.

Where, in the opinion of the Planning Authority, a location for a high building is acceptable under the above criteria, a high standard of design and finish will be required, commensurate with the location and civic importance of the site. When a high building is likely to lead to concentration of pedestrians seeking access to the public street, the design of the building must ensure the safety and convenience of pedestrians and other road users.

A building which is significantly higher than neighbouring buildings within the existing town centre streetscape will not normally be permitted.

3.2.11 CARE FOR THE DISABLED

It is Council policy to provide for suitable access for the disabled to all buildings serving the public. All new public buildings (i.e. all buildings ordinarily used, in whole or in part, as a shopping centre, cinema, bank, health centre, theatre, hall, library, hospital, school, college, community centre, public institution or place of worship) must provide access for disabled persons. In this regard, the Council will expect developers of such buildings to comply with the standards set out in the 1992 Building Regulations of the Department of the Environment.

In the case of community centres and buildings which are generally used by disabled persons or old people for social activities, the Council will require that at least one W.C. compartment in the building be designed to meet the needs of the disabled. Access to such provision internally must be such as to enable its use by the disabled. The relevant guide-lines are contained in the National Rehabilitation Board's publications.

The needs of the disabled must also be taken into account in the design and construction of footpaths and parking areas. All footpaths in private commercial and housing developments must be dished at junctions. All parking areas must make provision for spaces for disabled drivers, and such spaces should be located in the most convenient locations for ease of use.

3.2.12 TOURIST CARAVAN PARKS

It is Council policy to co-operate with Bord Failte and other tourism bodies to consider suitable sites for tourist caravanning and camping. The development of such sites will be subject to the Council's and Bord Failte's guide-lines. In all applications for such sites, the provision of extensive landscaping, and the creation of a high quality layout, will be essential requirements. Caravan parks are open for consideration within the agricultural zone in this Plan.

3.2.13 GAMING AND AMUSEMENT ARCADES

The Council has rescinded the 1956 Gaming and Lotteries Act in respect of the Urban District. Accordingly, gaming is not permitted. In

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

Similarly, amusement arcades involving amusements other than gaming as defined in the 1956 Gaming and Lotteries Acts will not be permitted. It should be noted that the placing of amusement machines in business premises used primarily for other purposes (e.g. take away outlets, licensed premises, etc.) requires planning permission and is not considered by the Council to constitute exempted development.

3.2.14 ENVIRONMENTAL IMPACT ASSESSMENT

The Council will operate the provisions of the European Communities (Environmental Impact Assessment), Regulations no. 349 of 1989, and of the Local Government (Planning and Development) Regulations no. 25 of 1990. All developments to which these Regulations apply, including projects of public authorities, will be required to submit detailed Environmental Impact Statements as part of the approval process.

3.3 RESIDENTIAL DESIGN STANDARDS

3.3.1 GENERAL

It is a major policy aim of the Council to improve the quality of residential estates through the implementation of new residential design guide-lines and standards. This section of the Plan sets out these new guide-lines and standards.

3.3.2 RESIDENTIAL DENSITY

The use of maximum residential development standards has been adopted in this Plan. The average density throughout the town has been set at 79 bed-spaces per hectare (32 bed-spaces per acre). Rooms less than the minimum for one bed-space (studies etc.) which could be converted for use as a bedroom will be counted as one bed-space. However, certain areas, in particular in Monread, have higher or lower densities than the average. This is because it has been found necessary to encourage lower densities in certain areas due to lack of open space, poor access or the necessity to preserve amenities. Densities where they are other than the average are indicated on the 'Use Zoning Objectives' maps.

3.3.3 MINIMUM REAR GARDEN SIZE

In order to provide for an adequate amount of private open space in new residential developments in suburban locations the following minimum rear garden size will be required.

TABLE IX.

HOUSE TYPE	SIZE OF REAR GARDEN
Terraced House	90 square metres
Semi-Detached House	120 square metres
Detached House	150 square metres

NOTE: Reductions of up to one-half of the above sizes may be permitted in infill schemes within the existing 'town centre' area, provided that complete privacy can be assured through the provision of attractive solidly constructed and finished screen or fencing of two metres in height around the perimeter of the garden.

It follows from this approach that there will be no minimum front garden size or length, except in so far as it may be necessary to conform to existing building lines of adjoining development, or to meet the on-site parking criteria as set out in this section.

3.3.4 APARTMENTS

Apartments will be permitted in appropriate locations, at an overall maximum density of 120 bed-spaces per hectare, calculated as follows:-

TABLE X.

BEDROOM SIZE	NO. BED SPACES
7.50 - 10.49 square metres	1 space
10.50 - 18.00 square metres	2 spaces

Apartments are defined to exclude terraced-type housing, with individual frontages and accesses. Such development would be classified as dwellings, and would be based on the rear garden size standards set out above.

In the case of newly built apartments, in addition to public open space, private or semi-private communal open space shall be provided at the rate of 16 square metres per bed space, exclusive of car-parking, and the residents shall have full access to this open space. In the case of a conversion of an existing house into flats or bed-sitting rooms, the existing private open space shall, where feasible, be available to the occupants of the converted house. This requirement is in lieu of the provision of rear gardens not public open space.

3.3.5 ROAD LAYOUT

Residential estates may be laid out in the traditional "conventional" manner, with roads, culs-de-sac, footpaths and verges - or in more innovative layouts with clustered groups of housing. Traditional housing estate layouts may be permitted in the town in certain circumstances, but the development of more innovative housing layouts based on a hierarchy of roads, ranging from short, narrow culs-de-sac to wider distributor roads, which encourage the provision of clustered groups of houses are more likely to meet the Council's standards. Housing schemes which are designed in accordance with An Foras Forbartha's manual "Streets for Living" 1976, shall be particularly encouraged, as shall those based on the principles of the "Essex" and "Cheshire" Design Guides. The Council will give free advice to estate designers, and builders on the use of these innovative schemes, and may permit a higher density where "courtyard" or "precinct" types of layout are used.

The following standards of road layout design will apply to conventional layouts only (these are, however, merely guide-lines and

the Council reserves the right to alter the requirements having regard to each particular development).

TABLE XI.

Type of road	Overall Width	Carriageway	Grass Verge	Footpath Width	No.
Through Road	15.3m	7.3m	2.0m	2.0m	2
Main Access Road	15.3m	7.3m	2.0m	2.0m	2
Cul-de-Sac over 60m long	12.0m	6.0m	1.0m	2.0m	2
Cul-de-Sac under 60m long	11.5m	5.5m	1.0m	2.0m	2

Where an independent pedestrian system is provided, the above footpath requirements need not be applied and the overall road widths should be adjusted accordingly.

The number of access points onto a through road in housing areas must be minimised. The recommendations for roads in the Foras Forbartha report "Recommendations for Site Development Works for Housing Areas" will be the guide-lines for conventional type layouts in new housing areas. Each residential dwelling should have a minimum of one off-street car-parking space. Parking on site shall be provided at the rate of one car space for dwellings of three bedrooms or less, and two spaces for larger dwellings.

The above standards are minimum standards, appropriate to residential area development having traditional layout. Variations and reductions of these standards will arise in the case of layouts designed to segregate pedestrian and vehicular traffic and having no frontage access on certain roads, as indicated above.

A pedestrian system separate from the road layout is considered by the Planning Authority to be desirable, especially if leading through to churches, schools or shopping areas. Pedestrian linkages to adjoining development and its open space should be provided. It is Council policy to encourage the linkage of adjoining housing estates by pedestrian links. Where possible links should run through public open space and the use of long narrow alleys should be avoided.

Footpaths should be dished at road junctions to allow easy crossing and access for the disabled, the old and persons pushing prams. Where grass verges are provided between the concrete footpath and the road, these shall be bridged by a concrete pathway.

3.3.6 HOUSE TYPES

The social and aesthetic need for identity, especially in larger residential developments, should be met by appropriate groupings of houses in order to avoid a dull repetitive pattern of development. Such groupings should be designed on the basis of a unified concept with its special characteristics displayed in the height of houses, the roof profiles, the finishes, proportions and decorative details. Variations should be introduced in house types but these should be variations within an overall theme. Screen walls and boundary fences should also be finished to complement house finishes. Decorative features which require a lot of maintenance should be avoided. The exploitation of good views out of the site (e.g., of a church spire,

group of trees, open space, etc.,) will also help to establish a sense of place or identity.

A variety of house sizes is desirable to provide for different family sizes. Consideration should be given in the basic design of the dwelling to enable easy alteration or extension to cater for the future needs of the owner. This is particularly important in the case of smaller dwelling houses, i.e., two and three bedroom dwellings.

A distance of at least 4.0 metres shall be provided between dwellings for the full length of the flanks in all developments of detached houses, in all developments of semi-detached dwellings and end houses of terraces. In general, this distance should be equally divided between dwellings so separated. This is to allow for the proper maintenance of dwellings.

3.3.7 BOUNDARIES

In general, front boundaries shall be provided, either walls or fences of at least 0.5m high, in keeping with the design of the house in all new housing estates. Vehicular access gateways to residential buildings shall be 3.0m in width. Gateways for pedestrian use shall not exceed 1.5m in width. All gates shall be arranged so that they do not open outwards. The Planning Authority will only accept open plan front gardens in innovative layouts and where they are satisfied that the layout is one which will result in a high level of safety. Open plan gardens will not be allowed on main access roads in housing estates.

3.3.8 SERVICES

All services, including E.S.B., public lighting cables, telephone and television cables shall be provided underground in new housing developments. Provision should be made for the siting in unobtrusive positions of transformer stations, pumping stations and other necessary service buildings, all of which must be ground located or underground.

3.3.9 STREET LIGHTING

Street lighting shall be in accordance with the recommendations made in E.S.B. publication entitled "Public Lighting in Residential Estates", 1974. Additional lighting will be required for pedestrian links.

3.3.10 ROAD NAMES

Nameplates of the Council standard type shall be provided and erected on all housing estate roads. It is the policy of the Council that names of residential developments shall reflect local and Irish place-names. The naming of residential developments shall be approved by the Planning Authority in order to avoid confusion in regard to similar names in other locations. Similarly, in order to assist the general public and the postal authorities, all houses shall be provided with numbers which shall be visible from the adjoining roadway.

3.3.11 STANDARD OF CONSTRUCTION

The standard of construction of roads and footpaths within residential estates, as well as of sewers, surface water drains and water-mains shall be as set out in An Foras Forbartha publication "Recommendations for Site Development Works for Housing Areas", 1984. Arrangements shall be made during the development of residential estates to allow monitoring by the Council's staff. This will facilitate the taking-in-charge of estates upon completion.

3.3.12 OPEN SPACE AND LANDSCAPING

The primary functions of public open space in housing areas are aesthetic and recreational. Open space provides a visual break and visual variety. Open space should be integrated into the overall design concept of the housing layout and should be overlooked by as many houses as possible. Ideally, public open space should be provided in a hierarchical system distributed around the housing area, ranging from small areas where small children can play within sight of their homes to larger areas where older children can indulge in casual ball playing and persons can exercise their dogs. Open space abutting main access roads should be provided with some form of barrier fencing in cases where they are not surrounded by footpaths.

A landscaping scheme should be designed as an integral part of the development. Existing trees and hedges should be retained where possible, and such trees should be carefully marked on the site for preservation before any development commences. Those features should also be indicated on the application for permission.

Public and communal open space in new residential developments, in excess of the open space attached to dwellings, shall be provided at the rate of 1 hectare per 150 dwellings/flats or 10% of the total area of the site, whichever is the greater. In calculating the area of open space, the area of road, footpaths and grass margins shall not be taken into account. The Planning Authority will not accept backlands, lands on steep slopes, marshland, etc., as qualifying for open space assessment, nor shall open space incidental to roads, (i.e., grass margins, roundabouts, etc.,) be considered as open space. The minimum unit of open space acceptable is 200 square metres with 10m as a minimum dimension for any side.

Provided, where in the opinion of the Planning Authority, it would not be in the interests of the proper planning and development of the area to require the provision of open space at the above standards, the Planning Authority may, by condition attached to a planning permission, require a developer to pay a stated sum of money towards the cost of providing open spaces elsewhere, as provided for in Section 26 of the Local Government (Planning and Development) Act, 1963.

It is desirable that public open space should be located adjacent to existing public open space and community facilities in order to facilitate multi-purpose use.

The developers of residential estates shall be required to vest all open spaces in the Council's ownership as public open space upon the taking-in-charge of the estates.

3.3.13 BONDING TO SECURE COMPLETION OF DEVELOPMENTS

The Council will require all developers of housing estates to produce satisfactory bonds for the completion of estates to the standard required by the Council for taking-in-charge. In determining the amount of bond, the previous record of a developer in completing estates satisfactorily will be taken into consideration. Similar bonding will be required in appropriate cases, such as sand and gravel, quarrying operations and private industrial estates, as the Council considers necessary.

3.3.14 CONTRIBUTIONS

The Council, bearing in mind the capital expenditure necessary for the provision of services which facilitate development, will require contributions towards the provision of such services as are provided for under the terms of the Local Government (Planning and Development) Acts 1963 - 1992. It is Council policy that the rate of contribution in respect of development will be assessed on an individual basis, except where overall contributions are warranted (e.g. for mains water supply over the town area as a whole). It is also Council policy to update on an annual basis the amount of contribution having regard to changes in the building cost index or in the consumer price index, as appropriate.

3.4 ADVERTISING AND SHOP-FRONT DESIGN STANDARDS

3.4.1 GENERAL

It is the policy of the Council to encourage a high standard of shop-front design and in the provision of advertising. This section sets out the Council's guide-lines and requirements in this area.

The need to retain the character of the town and its streetscapes and the amenities of its inhabitants is the main priority of the Council. In general, where amenity and civic design considerations conflict with the needs of commercial interests, the Council will require that amenity and civic design considerations will predominate.

The principles of good shop-front design will be the essential guide-lines used by the Council in assessing proposals for new shop-fronts and replacement facades. The Council will provide free design advice to developers wishing to carry out such work.

3.4.2 SHOP-FRONTS

The Council will seek to retain the remaining traditional shop-fronts of townscape importance. It should be noted that the replacement of an existing shop-front requires planning permission, and is not considered by the Council as constituting exempted development.

The Council will encourage good shop-front design and the development of fully detailed new shop-fronts of traditional style, using appropriate materials and properly proportioned. New shop-fronts of modern design will be accepted, providing that they are built using traditional materials and are designed to traditional principles of scale, proportion and detailing.

It is Council policy to actively pursue the replacement of existing poor quality shop-fronts through the provision of free expert advice

and guidance, through promotion and publicity campaigns and award schemes, and through the use of legal powers where necessary.

In the re-development of shop-fronts, and in the provision of new shop-fronts on existing buildings, the following considerations shall apply:-

- a) the appearance and proportions of the original shop-front shall be retained. Changes in internal ceiling heights, where required, should not interfere with the proportions and depths of fascias;
- b) traditional materials shall be used for all visible parts of the work;
- c) the twin elements of a fascia board (to carry names and advertising) and pilasters (to frame and delineate the shop-front boundary) shall be provided in all cases;
- d) the design must be approached in an integrated way, including advertising, lighting and other features;
- e) colour schemes should co-ordinate with adjoining buildings and shop-fronts, and should be chosen to enhance the proportions and detailing of the whole building;
- f) vertical emphasis and proportions should be kept, and plot divisions should be expressed externally (even if the shop crosses them internally).

The Council will actively discourage, through its advice and guide-lines and through the imposition of conditions in planning permissions, or refusal of permission in certain cases, the following:-

- a) the removal of features or alterations to existing shop-fronts where they are considered by the Council to be of historical or architectural interest, or of townscape value;
- b) the enlargement, or remodelling to a horizontal emphasis, of existing windows above ground floor level;
- c) the construction of fascias linking two or more buildings/plots which have different architectural identities;
- d) the use of standardised brand names or corporate designs as part of shop-front fascia advertising;
- e) the use of roller shutters and their boxes on the exterior of shop-fronts;
- f) the use of large areas of undivided glass or the provision of new display windows with a horizontal emphasis;
- g) the permanent removal of the shop-front and the creation of an opening through which direct trading onto the pavement is carried out.

It should be clearly noted that proposals for new or replacement shop-fronts which exhibit the above characteristics will not be acceptable, and if not amended or altered, will be refused.

Unauthorised alterations or developments exhibiting these characteristics will be the subject of legal proceedings to ensure their removal.

3.4.3 SHOP-FRONT ADVERTISING

Advertising should be designed as an integral part of the shop-front and in most cases will be required to be located within the fascia. Signs will not be allowed to dominate the facade nor interfere with windows or other features or detailing on the building.

The following types of shop-front advertising will be encouraged by the Council:-

- a) the use of traditional painted sign-writing on fascia boards, using appropriate colour schemes;
- b) the use of solid block individual lettering, affixed directly to fascia boards or facades;
- c) the use of spotlighting or floodlighting of fascia boards, shop-fronts or entire facades (provided that the light fixtures are of modest form and size and that such lighting will not cause a traffic hazard);
- d) the painting of stallrisers and other features to enhance the design of the shop-front, using appropriate colour schemes;
- e) 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 shop-front advertising will not be permitted by the Council, and will be actively discouraged:-

- a) the provision of plastic, P.V.C., perspex and neon signs or lettering or detailing on any exterior;
- b) the provision of internally illuminated box fascia signs;
- c) the provision of internally illuminated projecting signs, whether fixed or hanging;
- d) the provision of flashing, reflectorised or glitter-type signs or detailing at any location on the exterior of the building, or so located within the exterior as to be intended to be viewed from the exterior;
- e) the provision 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;
- g) the provision of multiple signs, whether small or large, which would cause visual clutter on buildings or within the streetscape;
- h) the use of standardised brand names or corporate designs.

3.4.4 CANOPIES

The erection of plastic or fabric canopies of the "Dutch" type will be discouraged. Such canopies disrupt the view along the street and obscure both shop-front detail and neighbouring advertising and are in general 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, as well as persuasion, to ensure the removal of unauthorised canopies.

3.4.5 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:-

- a) they must be of the open-grille type (not perforated or solid);
- b) they must be painted to match the shop-front colour scheme;
- c) 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 shop-front will not be permitted. It is Council policy to pursue the removal of all unauthorised such shutters through the use of appropriate enforcement powers.

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.

The use of roller shutters and their housings for advertising purposes is considered to be objectionable and will not be permitted.

3.4.6 BRAND AND CORPORATE ADVERTISING

The use of standardised brand or corporate advertising will be discouraged by the Council. It is considered that advertising should relate to the names of local proprietors and their establishments, as this will reinforce a local identity and community. Corporate or brand advertising which relates to a national or international identity is not considered appropriate to the external appearance of commercial buildings or to the streetscape of Naas. Internal brand advertising within premises is acceptable provided that it is not so designed as to be viewed from the exterior.

Where corporate advertising is permitted, it will be expected to be in a form and design which is compatible with the elements of the streetscape, and with the requirements of this Development Plan. Compatibility with individual buildings and with the streetscape will be considered to be more important than uniformity between the branches of a company.

The provision of projecting brand signs, of whatever type or design, will not be permitted.

3.4.7 OUTDOOR ADVERTISING STRUCTURES

Outdoor advertising structures will not generally be permitted within the Urban District, 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.

Outdoor advertising structures will not be permitted in the open countryside, or where they would conflict with the visual amenity of residential areas and open spaces, or where they would restrict a view or prospect of special amenity or special interest.

Roadside advertising will not be permitted, nor at any location away from the roadside where it could cause the creation of traffic hazard. Direction signs of a tourist nature, for local advertising and without any advertising matter, may be permitted in certain circumstances.

In industrial areas, advertising may be permitted where it is of a modest scale, where it would not interfere with the visual amenities of the area and would not lead to the creation of traffic hazard. The provision of grouped advertisements will be encouraged so as to avoid clutter.

Advertising structures (such as sandwich boards) placed on public footpaths shall be restricted having regard to visual amenity and pedestrian and traffic safety. Licences may be required for their erection and/or maintenance.

The requirements of this Section of the Plan relating to advertising are set out under the provisions of Section 26(6) and 56(1)(c)(iv) of the Local Government (Planning and Development) Act 1963, and of paragraph 9 of Part IV of the Third Schedule of that Act.

3.5 AGRICULTURAL DEVELOPMENT

3.5.1 GENERAL

All agricultural development within the Urban District requires planning permission under the terms of the 1976 Planning Act and Section 10(4) of the Exempted Development Regulations No. 65 of 1977. The Council will operate this legislation in the light of ensuring the continued viability and use of existing farming enterprises, and their development in accordance with environmental criteria. This Section of the Plan outlines the Council's standards in respect of such development, and also explains its policy in respect of the erection of houses within the Agricultural Zone.

3.5.2 POLLUTION CONTROL

The Council will exercise its powers under the Planning Acts and under the Water Pollution Act to ensure that agricultural development will not cause pollution to watercourses. All new and existing agricultural developments will be required to ensure that all effluent, including yard run-off, is collected and stored within the confines of the development.

3.5.3 DESIGN

In the construction and layout of agricultural buildings, the Council will have as its objective the sympathetic siting of these buildings in the landscape so that they can be properly integrated over time. In this regard, the provision of tree planting, including shelter belts and screening, will be required.

The finishes of agricultural buildings will be required to meet high standards of maintenance, and must have colours and textures which will be unobtrusive. This is particularly necessary for larger buildings. Generally, cladding of dark-brown, dark-green or grey colours will be preferred to lighter colours, and roof areas should be darker in shade than side panels or walls.

The Council will encourage the grouping of agricultural buildings so as to minimise obtrusion on the landscape, while having regard to pollution control and traffic safety considerations.

3.5.4 TREE PLANTING/HEDGEROWS

The Council will encourage tree planting on agricultural holdings, particularly using native deciduous tree species. Where new farm developments or extensions to existing facilities are proposed, the Council will require the provision of tree planting including shelter belts.

It is Council policy to retain existing stands of trees, individual trees and hedgerows of visual amenity importance. In any proposals for tree-felling, the Council will consider the making of Tree Preservation Orders where appropriate (See also specific objectives in Section 2. of this Plan).

3.5.5 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.

3.5.6 HOUSING IN THE AGRICULTURAL ZONE

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.

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 Urban District boundary confers no additional rights to development, and farming landowners should have no expectation that building 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 sterilize 4 hectares (10 acres) of land from further housing development and 182 linear metres (200 yards) of road frontage contiguous to each site;
- b) on county roads, it will be necessary to sterilize 2 hectares (5 acres) and 137 linear metres (150 yards) of road frontage contiguous to each site.

3.5.7 DRAINAGE AND INDIVIDUAL HOUSES

Sites for houses in rural areas without main drainage shall generally be half an acre, at least, in extent. In all cases, the provision of septic tanks and their associated percolation systems must comply in full with the standards set out in SR6: 1991, as published by EOLAS under the title "Septic Tank Systems - Recommendations for Domestic Effluent Treatment and Disposal from a Single Dwelling House".

3.6 PLANNING ADVICE AND GUIDANCE

3.6.1 PLANNING CLINICS

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

3.6.2 PUBLICATION OF GUIDANCE

It is the intention of the Council to publish leaflets and brochures to give guidance on many of the policies in this Development Plan to

the general public.

3.6.3 CO-OPERATION WITH VOLUNTARY BODIES

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