



Newbridge local Area Plan 2003

Table of Contents

1.0	INTRODUCTION	1
1.1	Purpose of Plan	2
1.2	Planning Area	2
1.3	Regional Context	2
1.4	Sustainable Development	3
1.5	Social Exclusion	3
1.6	Location	3
1.7	Town Function and Role	4
1.8	Population	4
1.9	Population Projections	5
1.10	Historic development and Urban Form	5
1.11	Development Vision	6
	1.11.1 Spatial Development of Town	6
	1.11.2 Transportation	7
	1.11.3 Environment and Recreation	8
	1.11.4 Regional and National Context	8
2.0	DEVELOPMENT POLICY	9
2.1	Housing Policy	10
	2.1.1 Social and Affordable Housing	10
	2.1.2 Accommodation of the Traveller Community	10
	2.1.3 Residential Densities	10
	2.1.4 Temporary Dwellings and Caravans	11
2.2	Industry and Enterprise Policy	
	2.2.1 Employment	11
	2.2.2 Industry Policy	12
	2.2.3 Retail Policy	12
2.3	Education, Cultural and Community Facilities	13
	2.3.1 Community Facilities	13
	2.3.2 Creche and Playgroup Facilities	13
	2.3.3 Schools	14
	2.3.4 Places of Worship	14
	2.3.5 Library, Arts and Cultural Facilities	14
	2.3.6 Health Services	14
	2.3.7 Fire Service	14
	2.3.8 Courts Service	14
2.4	Public Utilities Policies	15
	2.4.1 Water Supply	15
	2.4.2 Sewerage	15
	2.4.3 Surface Water Discharge	15
	2.4.4 Solid Waste Disposal	16
	2.4.5 Electricity, Gas and Telecommunications	16

2.5	Transportation Policy	16
2.5.1	Access to and from Droichead Nua	16
2.5.2	Access around the town	17
2.5.3	Parking and Loading	17
2.5.4	Cycleways and Pedestrian Routes	18
2.5.5	Public Transport	18
2.6	Open Space, Recreation and Amenity Policy	18
2.6.1	Recreational Facilities	18
2.6.2	Protection and Development of the Liffey Linear Park	19
2.6.3	Provision of Open Space	19
2.6.4	Provision of Playgrounds	20
2.6.5	Protection of Existing Open Space	20
2.6.6	Protection of the Curragh and Pollardstown Fen	20
2.7	Town Centre Policies	20
2.7.1	General	20
2.7.2	Obsolescence, Dereliction and Areas in Transition	21
2.7.3	Town Centre Action Area Plan	21
2.8	Environment and Conservation Policies	22
2.8.1	Buildings and Structures	22
2.8.2	Views and Prospects	22
2.8.3	Pollution	23
2.8.4	Trees and Hedgerows	23
2.8.5	Control of Litter	24
2.8.6	Archaeology	24
2.9	Lands North of the Railway Action Area Plan	24
3.0	DEVELOPMENT OBJECTIVES	25
3.1	Land Use Zoning	26
3.1.1	Permitted in Principle	26
3.1.2	Open for Consideration	26
3.1.3	Not Permitted	26
3.1.4	Other Uses	26
3.1.5	Non-Conforming Uses	26
3.1.6	Transitional Areas	26
3.1.7	Limitations and Restrictions on Zonings in Particular Areas	27
3.2	Use Zoning Objectives	29
3.2.1	Zoning Objective A, Town Centre	29
3.2.2	Zoning Objective B, Existing Residential/Infill	29
3.2.3	Zoning Objective C, New Residential Development	29
3.2.4	Zoning Objective D, Low Density Residential Development	29
3.2.5	Zoning Objective E, Institutional and Educational	30
3.2.6	Zoning Objective F, Open Space and Amenity	30
3.2.5	Zoning Objective G1, Neighbourhood Centre	30
3.2.7	Zoning Objective G2, Neighbourhood Centre	30
3.2.8	Zoning Objective H, Industry and Warehousing	31
3.2.9	Zoning Objective I, Agriculture	31
3.2.10	Zoning Objective J, Transport and Utilities	31
3.2.11	Zoning Objective K, Equine Business	31
3.2.12	Zoning Objective L, GAA Sports Stadium	31
3.2.13	Zoning Objective M, Leisure	31

	Matrix	32
3.3	Specific Objectives	33
3.4	Housing and Residential Objectives	33
3.5	Industry and Commercial Objectives	34
3.5.1	Retail Objectives	34
3.6	Education, Cultural and Community Objectives	34
3.6.1	Education	34
3.6.2	Health Services	34
3.6.3	Fire Service/Court Service	34
3.6.4	Library Service	35
3.7	Utility Services Objectives	35
3.7.1	Water Supply	35
3.7.2	Sanitary Services	35
3.7.3	Solid Waste and Recycling	35
3.7.4	Undergrounding of Utilities	35
3.8	Transportation Objectives	35
3.8.1	Roads and Streets	35
3.8.2	Pedestrian	36
3.8.3	Traffic and Parking	36
3.8.4	Public Transport	37
3.8.5	Cycling	37
3.9	Open Space, Recreation and Amenity Objectives	37
3.10	Town Centre Objectives	38
3.11	Environment and Conservation Objectives	38
3.11.1	Protected Structures	38
3.11.2	Protected Views and Prospects	41
3.11.3	Tree Protection Orders	41
3.11.4	Archaeology	41
4.0	DEVELOPMENT CONTROL	42
4.0	General	43
4.1	Development Standards	43
4.1.1	Zoning	43
4.1.2	Site Coverage	43
4.1.3	Plot Ratio	44
4.1.4	Building Lines, Reservations and Setbacks	44
4.1.5	Building Heights	44
4.1.6	Car Parking	45
4.1.7	Parking for the Disabled	46
4.1.8	Drainage	46
4.1.9	Bicycle Parking	46
4.1.10	Public Utilities	46
4.1.11	Environment	47
4.1.12	Noise	47
4.1.13	Access for Disabled Persons	47

4.1.14	Access to Lands	47
4.2	Residential Design Standards	47
4.2.1	Residential Density	47
4.2.2	Design of Layouts	48
4.2.3	Road Layouts in Residential Areas	49
4.2.4	Car Parking in Residential Areas	50
4.2.5	Sub-Standard Development	50
4.2.6	Pedestrian and Cycle Access	50
4.2.7	Private Open Space	50
4.2.8	Public Open Space and landscape Considerations	51
4.2.9	Apartment Developments	52
4.2.10	Infill Developments	52
4.2.11	Street Lighting	53
4.2.12	Road Names	53
4.2.13	Standards of Construction	53
4.2.14	Services	53
4.3	Retail Development	53
4.3.1	Shopping Centres	53
4.3.2	Petrol Filling Stations	54
4.3.3	Gaming and Amusement Arcades	54
4.3.4	Hot Food Take-Aways	54
4.3.5	Shop Front Design Standards	54
4.4	Advertising and Signage	55
4.4.1	Location of Advertising	55
4.4.2	Design of Advertising	55
4.4.3	Temporary and Freestanding Advertisements	55
4.5	Telecommunications Masts and Satellite Dishes	56
4.6	Environmental Impact Assessments	56
4.7	Care for People with Disabilities	56
4.8	Development Contributions and Cash Deposits	56
4.8.1	Development Contributions	56
4.8.2	Cash Deposits and Bonds	57
4.9	Planning Advice and Guidance	57
4.9.1	Planning Clinics	57
4.9.2	Publication of Guidance	57
4.9.3	Co-operation with Voluntary Bodies	57
5.0	LIKELY SIGNIFICANT EFFECTS ON THE ENVIRONMENT OF IMPLEMENTING THE PLAN	





1. INTRODUCTION

1.1 Purpose of Plan

The aim of the Droichead Nua Local Area Plan 2003 is to establish a framework for the planned, co-ordinated and sustainable development of Droichead Nua and for the conservation and enhancement of its natural and man made environment.

The Plan sets out the objectives and policies of Kildare County Council in respect of physical planning as well as co-ordinating the activities of the Council as, *inter alia*, Housing, Sanitary and Roads Authority. This Plan has been prepared under the provisions of the Planning and Development Act 2000 and provides the statutory basis for the consideration by the Council of planning applications.

There are a number of important new provisions in the Planning and Development Act 2000. Amongst the most significant new features of the Act are the following;

- There is no presumption in law that lands zoned for a particular use in this plan shall remain so zoned in subsequent reviews of the plan.
- The Planning Authority will require a specified percentage of land zoned solely for residential, or for a mixture of residential and other uses, be made available for social and/or affordable housing, in accordance with the County Housing Strategy.
- While it is envisaged that this area plan will remain in force after the next review of the County Development Plan, where any provision of this plan conflicts with the County Development Plan as varied or the new County Development Plan, the provisions of this local area plan shall cease to have any effect.

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

1.2 Planning Area

Kildare County Council considered it appropriate to draw up a distinct town development plan in the 1985 review of the Kildare County Development Plan. This plan was subsequently reviewed in the Droichead Nua Development Plan 1996.

In recognition of the pressure for development in the town and in anticipation of further growth, Kildare County Council has decided to zone additional land and to designate a Development Boundary beyond the 1996 boundary. The area to which this plan relates is the land within the 2003 Development Boundary, as shown on the attached map (Map 1).

1.3 Regional Context

Droichead Nua is part of the Mid-East Region and was identified in the *Strategic Planning Guidelines for the Greater Dublin Area* as being a part of the Naas – Droichead Nua – Kilcullen primary growth centre. It is envisaged that this cluster of towns will have a high level of employment activities, high order shopping and a full range of social

facilities and will evolve as a self contained regional centre in its own right, with minimal dependence on Dublin.

Droichead Nua benefits from the activities of the Dublin Transportation Office (DTO). Kildare County Council, in partnership with the DTO, has recently commissioned an Integrated Framework Plan for Land Use and Transportation (IFPLUT) to guide the sustainable development of Droichead Nua and Kilcullen over the long term. This framework plan, together with the recently completed framework plan for Naas, will establish a regional context for the long term physical growth of the town.

1.4 Sustainable Development

The principles of sustainable development, as set out in the document *"Sustainable Development – A Strategy for Ireland"* published in 1997, have been adopted by the Government. Kildare County Council, through the *Droichead Nua Local Area Plan 2003*, seeks to support this strategy. The Council will seek to integrate its land-use planning with strategic economic, social and transportation planning and minimise negative and irreversible impacts on the environment.

The Council supports Local Agenda 21 and will endeavour to implement the initiative through appropriate actions. The Council is committed to working in partnership with local communities in resource management, conservation of the environment and waste reduction.

1.5 Social Exclusion

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

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

1.6 Location

Droichead Nua is located on the Liffey on the edge of the Curragh, 36km from Dublin, and 10km west of Naas. It is bypassed by the M7 motorway linking Dublin to Cork, Limerick, Waterford and the south.

1.7 Town Function and Role

Droichead Nua is an important industrial centre and retail centre for west Kildare. Increasingly it is falling within the Dublin commuting area. As part of the Naas-Droichead Nua-Kilcullen primary growth centre the town it is intended that the town will develop as a regional growth pole functioning independently of Dublin as much as possible.

1.8 Population

In 1996 the town of Droichead Nua had a population of 13,363 persons. There were 4,015 households within the town in 1996¹ with an average household size of 3.29 persons, higher than the then national average of 3.14 persons.

Table 1.1 Population change in Droichead Nua, 1981 to 2002

	Droichead Nua District Electoral Divisions ²	Average Annual % rate of Change	Droichead Nua Town	Average Annual % rate of Change
1981	13,067		10,716	
1986	13,999	+1%	11,384	+1%
1991	14,571	+1%	12,071	+1%
1996	15,779	+2%	13,363	+2%
2002	19,634	+3.5%	15,749	

Source: CSO.

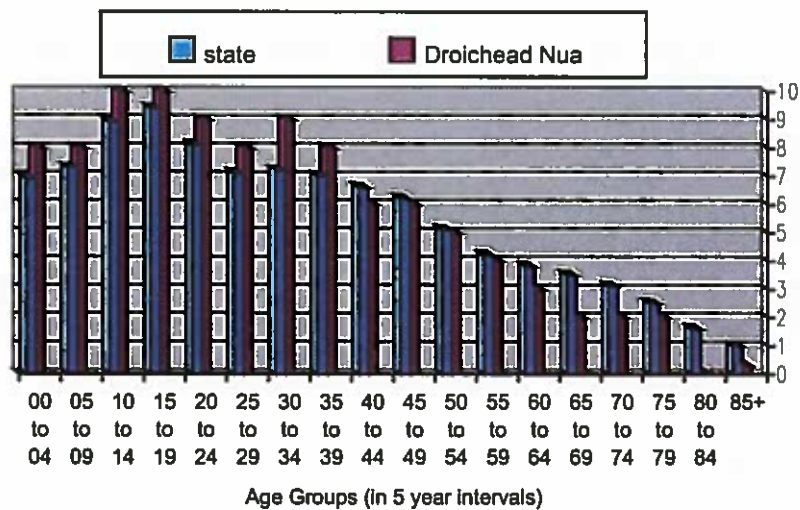


Fig 1.2 Age profile of Droichead Nua, 1996

The age profile of the town, illustrated in Fig. 1.2, suggests an age profile slightly younger than the state at large in 1996. A higher proportion of the town's population was under forty years old in '96.

¹ Source: CSO

² DEDs of Morristownbiller, Oldconnell, Pollardstown, Droichead Nua Urban and Rural

1.9 Population Projections

According to the preliminary results of the 2002 census the population of County Kildare grew by over 20% between 1996 and 2002. Droichead Nua Urban Electoral District grew by 32% in this period, one of the fastest growing electoral districts in the state. The *Kildare County Development Plan* estimated the county's population would be 155,817 by 2006³.

Average household size in Kildare is expected to decrease to 3.00 by 2006⁴ and 2.7 by 2011. Interpolating these estimates gives an average household size of 2.86 by 2009. Thus while the '96 population of 13,363 could be accommodated in 4,061 dwellings (based on an average household size of 3.29 recorded in that year's census), the same population would require 4,672 dwellings by '09, even if no growth were recorded.

Population projections for towns such as Droichead Nua are particularly difficult because of the town's relatively small size and location within the greater Dublin Area. Population growth will depend on the availability of housing and employment, both in Droichead Nua and elsewhere in the greater Dublin area, which in turn will depend on the availability of serviced, zoned lands and the overall buoyancy of the economy over the period of the plan.

Given the excellent road connections Droichead Nua enjoys, the proposed upgrading of the railway, its strong industrial base and its attractive environment it is likely the town will come under pressure for both new residential, commercial and industrial development during the life of this plan.

The *Kildare County Development Plan* established a target population for Droichead Nua of 19,500 by 2006. Assuming the town continues to grow at a maximum annual rate of 5% to '09 (the period of this plan), a population of 22,000 is a reasonable population target for this development plan. Such a population will require 7,800 dwellings. According to the recent census results the town's population stood at 15,749 persons in 2002. Allowing for the fact that not all zoned lands will be developed, and in order to encourage competition and choice, it is prudent to zone sufficient residential lands to accommodate 3,000 dwellings.

1.10 Historic Development and Urban Form

Droichead Nua was established as a garrison town in the early 19th century. The town evolved to the north of the barracks with Main St. forming the principal east - west artery. With the closure and demolition of the barracks in the 1970s a large tract of land in the town centre was developed for industrial use.

The town's grid like street pattern reflects its genesis as a relatively modern garrison town. With the closure of some important industries, such as Irish Ropes, and downscaling of others much of this industrial land has become redundant. An opportunity now exists for developing a modern, attractive town centre appropriate for an emerging urban centre of regional importance.

³ assuming in-migration rates for the '91 to '96 period continue at the same rate in the '96 to '01 inter-censal period before slowing to half this rate in the '01 to '06 period.

⁴ Source: Strategic Planning Guidelines for the Greater Dublin Area

1.11 Development Vision

The growth Droichead Nua is likely to experience in the future is both an opportunity and a threat. The danger is that Droichead Nua develops as a dormitory suburb of Dublin, with the town's own unique character swamped by urban sprawl. Uncontrolled expansion will lead to the town merging with Kilcullen to the south and Naas to the east. If average population densities are too low the town will fail to achieve the necessary critical mass for public transport and other social and recreational infrastructure to ever become viable.

On the other hand, the growth in population may allow Droichead Nua, together with Naas and Kilcullen, to develop a range of economic and social facilities, with its own distinct identity and vibrant economic, social and cultural life. It is anticipated that the Naas – Droichead Nua – Kilcullen primary growth centre will grow substantially over the next twenty years.

The development strategy of Kildare County Council, as set out in this Local Area Plan, is to consolidate Droichead Nua as part of the Naas - Droichead Nua – Kilcullen primary growth centre. Droichead Nua will evolve with a range of employment, recreational, cultural, retail and educational facilities appropriate for a town of its size.

The Council recognises that the town must offer living and working conditions, educational, recreational and cultural opportunities of the highest standard in an attractive urban environment. The Council aims to achieve this in partnership with the people of Droichead Nua.

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

Kildare County Council aims to achieve this by;

- Protecting and further developing the role of the town centre as the focal point for economic, cultural and social activity,
- Protecting and enhancing the unique built and natural heritage of the town,
- Making adequate provision for safe and convenient circulation around the town, by foot, bicycle, public transport and car.
- Ensuring an adequate supply of serviced, zoned land is made available to accommodate future population and economic expansion,
- Strictly controlling ribbon development and urban sprawl,
- Ensuring that adequate recreational facilities are available to the residents of the town,
- Ensuring all new development in the town, by the Council or by the private sector, is of the highest standard.

1.11.1 Spatial Development of the Town

Droichead Nua is bounded by the Curragh to the west, Pollardstown Fen to the north west and by some of the country's finest stud farms to the east. To the south the motorway forms a natural boundary to the town. The aim of this plan is to minimise

negative impacts on these natural and man made assets by consolidating growth in a compact urban form.

Development north of the railway

The provision of a new sewer to the north of the railway line and the planned improvement in the rail service represents a major opportunity to expand the town in a northerly direction. The opportunity exists to create a high quality urban environment, with easy access to the town centre and railway station on foot and by bicycle.

It is intended that lands north of the railway will be developed on a phased basis. The Council is spearheading this with the proposed development of a social and affordable housing scheme with associated community and recreational facilities. Some adjacent land is also zoned for residential development in this plan. Other lands north of the railway, zoned agriculture in this plan, have been identified as the subject of an Action Area Plan to be drawn up during the life of this plan to ensure the appropriate urban form, density, and mix of uses together with the protection of Pollardstown Fen. Critical for the future development of these lands will be adequate road access through the construction of new bridges over the railway. It is envisaged that these lands may be suitable for zoning for development once the Action Area Plan is agreed and a mechanism to ensure the delivery of the necessary infrastructure, and in particular road bridges over the railway, is in place. (see 2.9.1.)

Development south and east of the town

Most industrial development will be to the south and east of the town, within easy access of the southern relief road and R445 dual carriageway. A new river crossing will relieve pressure on the existing bridge. Traffic wishing to bypass the town centre, will be routed to the south of the town along the southern relief road.

Town centre

Within the town centre core, an emphasis will be placed on the appropriate redevelopment of redundant industrial lands. High quality developments with a mix of retail, residential, recreational and commercial uses will be encouraged. The Council will endeavour to create a more attractive environment through the development of attractive civic spaces, fine streets and a pedestrian friendly environment.

Droichead Nua has the advantage of having scope to expand its town centre through the redevelopment of redundant former industrial lands for higher order uses. A portion of the town centre, between Cutlery Rd. and the river, has been identified as the subject of an Action Area Plan. The aim of this plan will be to draw up a framework identifying the appropriate urban form its redevelopment should take.

In the longer term it is envisaged that the Council's industrial estate to the south of the Inner relief Road will also be upgraded to higher order, town centre uses.

1.11.2 Transportation

Major traffic generating activity, whether industrial, warehousing or office developments, will be concentrated on the fringes of the town with easy access to the national road network and railway station. The goal will be to minimise conflicts by redistributing traffic onto the proposed orbital routes.

Pedestrian/cycleway links will be focused on connecting residential and employment areas with the town centre, new railway station and schools. A network of cycle tracks and footpaths will be established, sometimes coinciding with the road network, sometimes independent of it. The goal will be to make walking and cycling at least as safe, convenient and attractive a way to circulate around the town as driving.

Given the growth Droichead Nua is expected to enjoy over the coming years it may be appropriate to establish a dedicated urban bus service for the town. Designing new development with such a service in mind will maximise the viability of such a service. This development plan aims to achieve this.

1.11.3 Environment and Recreation

The River Liffey is one of the town's prime recreational and environmental assets. This plan envisages the creation of a major strategic linear park along both banks of the river, stretching from the Dominican College lands to the north down to the motorway to the south. Additional recreational lands and facilities will be located convenient to new residential areas and schools.

1.11.4 Regional and National Context

This plan for the future development of Droichead Nua is guided by the policies of;

- *The 1999 Kildare County Development Plan,*
- *Kildare 2012, An Economic, Social and Cultural Strategy for Kildare*
- *the Strategic Planning Guidelines for the Greater Dublin Area (1999),*
- *the National Spatial Strategy (2002),*
- *Sustainable Development – A Strategy for Ireland (1997) and*
- *A Platform for Change (Dublin Transportation Office, 2000).*

The plan also conforms with the *Residential Density Guidelines for Local Authorities (1999)* and the *2000 Retail Planning Guidelines*, and *Childcare Guidelines for Planning Authorities* issued by the Minister for the Environment and Local Government, and the *Kildare Retail Strategy*, currently being considered by the Council.

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

2.0 DEVELOPMENT POLICY

2.1 Housing Policy

In 1996 there were approx. 4,015 housing units within the town boundary of Droichead Nua, the bulk of them traditional semi-detached houses. As the average household size declines and the number of single and two persons households increases, so the demand for smaller dwellings will increase.

P2.1.0 It is the policy of the Council to seek for a balance and mix in the provision of social and private housing and size of housing units, in order to promote a social and demographic balance within the town.

2.1.1 Social and Affordable Housing

P2.1.1 It is the policy of the Council to promote the provision of social and affordable housing accommodation in accordance with its Housing Strategy, and in other appropriate ways, by seeking an element of social and affordable housing in new residential proposals.

Kildare County Council, in carrying out its housing functions, will have regard to Government policy as established in '*Social Housing – The Way Ahead*' (DoELG 1995) and *Social Housing Design Guidelines* (DoELG 1999) or as subsequently amended. The Council recognise that social housing should have regard to a wide range of households. These should include the households that currently live in unfit or overcrowded accommodation, the homeless, travelers, elderly, disabled/handicapped, medical/compassionate reasons, involuntary sharing, young persons leaving institutional care as well as those that are unable to afford existing accommodation.

The Council has a land bank to the north of the railway line which it intends to develop for social and affordable housing during the life of this plan.

In order to facilitate social integration the Council will seek to avoid large concentrations of social housing in any one area.

2.1.2 Accommodation of the Travelling Community

It is the responsibility of the Council, as the Housing Authority for the area, to provide suitable accommodation for the travelling community. There are a number of ways in which such accommodation may be provided, including standard housing, special group housing schemes, residential caravan parks, transient halting sites, loans & grants for the purchase of mobile homes and house purchase loans.

P2.1.2 It is the policy of the Council to facilitate the provision of appropriate accommodation for the travelling community in accordance with the *Traveller Accommodation Programme 2000-2004* adopted by Kildare County Council on 28th Feb 2000 and subsequent programmes.

It remains the policy of Kildare County Council to seek an alternative to the existing Halting Site at Tankardsgarden, within the life of the plan, but recognising the difficulty of obtaining an alternative site it is an objective of the Council to provide satisfactory accommodation for the residents of the Halting Site, including the provision of a maximum of 6 caravan bays constructed to modern standards, and/or group housing, at either the existing location or at any alternative location that may be identified.

2.1.3 Residential Densities

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

In accordance with the principals of sustainable development, government policy on residential density and *the Strategic Planning Guidelines for the Greater Dublin Area*, higher residential densities will be encouraged within walking distance (1km) of the town centre and railway station. Generally on newly zoned lands within 500m of the railway station the Council will consider a higher density but will require a higher standard of design and finish. The Council will encourage the provision of communal carparking facilities.

2.1.3 It is the policy of the Council to encourage infill housing developments, the use of underused and vacant upper floors for accommodation purposes and higher residential densities at appropriate locations, subject to a high standard of layout, design and finish.

The Council is anxious that new residential estates develop as integrated neighbourhoods with a full range of facilities including schools, local shops, social facilities and public transport easily available to their residents. The availability of such facilities will be a material consideration in all residential planning applications. Proposals for larger residential developments should be made in the context of Action Area Plans where these issues are addressed and the proposed development is put in context having regard to the overall development of the area and the town.

2.1.3a It is the policy of the Council to prohibit the restriction of access to housing developments through "gates" or other means.

2.1.4 Temporary Dwellings and Caravans

The Council is of the view that, wherever possible, accommodation should be provided in permanent dwelling units. Therefore, the provision of temporary dwellings and caravans will be permitted only in exceptional circumstances.

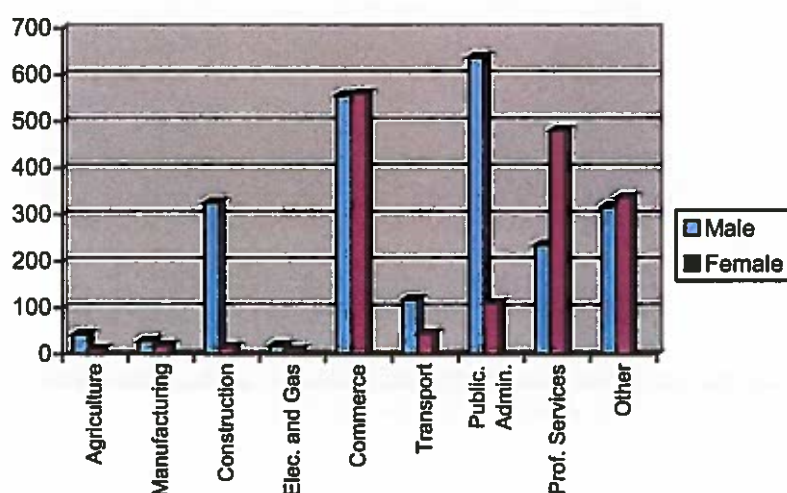
2.2 Industry and Enterprise Policy

2.2.1 Employment

A total of 3,049 males and 1,900 females were recorded as being employed in Droichead Nua in 1996, with 500 males and 220 females unemployed. While more up to date statistics are not available, the buoyant economic conditions since then are likely to have lead to a reduction in unemployment and an increase in employment, in line with national trends.

P2.2.1a It is the policy of Kildare County Council to seek a mix of employment in Newbridge to provide for both residents and those who choose to work in Newbridge.

Employment by Industry, Droichead Nua, 1996



2.2.2 Industry Policy

Droichead Nua has historically been an industrial centre with industries such as Irish Ropes and Newbridge Cutlery. Although the importance of traditional industries has declined, new industries such as Wyeth Medica, Oral B, Lidl and Bord Na Mona have developed as important employers, ensuring the town continues to have a strong employment base.

The town is also an important service centre for the bloodstock industry. The Council will facilitate the relocation of Horse Racing Ireland, or other state or semi-state agency, within the town.

P2.2.2a It is the policy of the Council to facilitate the continuity and encourage the expansion of established enterprises, having regard to the protection of the amenity value of neighbouring properties.

With the development of the M7 motorway Droichead Nua's strategic location, accessibility and relatively low land costs make it an ideal location for industrial and distribution type uses.

P2.2.2b It is the policy of the Council to facilitate the development of high quality industry and warehouse/distribution developments at appropriate locations in Droichead Nua.

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

P2.2.2c It is the policy of the Council to promote start-up enterprises. Accordingly the Council will encourage the provision of a number of incubator units for small enterprises, at affordable rents, as part of larger light industrial developments.

2.2.3 Retail Policy

Droichead Nua is an important and growing retail centre serving a wide hinterland in Kildare.

- P2.2.3a** It is the policy of the Council to promote Droichead Nua as a retail centre of regional importance and to encourage the further development and upgrading of modern shopping facilities.

The Council recognises the important role of retailing in the social and economic life of the town centre and supports the provisions of the recently issued retail planning guidelines.

- P2.2.3b** It is the policy of the Council that future retail development proposals must conform with the requirements set out in this Plan, the County Retail Strategy and the *Retail Planning Guidelines 2000* or as subsequently amended.

2.3 Education, Cultural and Community Facilities

2.3.1 Community Facilities

The range of community facilities throughout the town include primary and secondary schools, churches, library and cultural centre, community halls sports clubs and other meeting places that in turn facilitate a wide range of activities.

- P2.3.1** It is the policy of the Council to facilitate the land use requirements of the education, training, cultural, recreational and community needs of the population of Droichead Nua.

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

2.3.2 Crèche and Playgroup Facilities

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

The Council is aware of the importance of the provision of adequate childcare facilities in consolidating new and existing communities and as a means of addressing social exclusion and disadvantage. Accordingly the Council will seek to facilitate the provision of crèche and playgroup facilities in appropriate location and will require their provision in large residential, commercial and retail developments.

- P2.3.2a** It is the policy of the Council to encourage the provision of purpose-built crèches and playschools in residential areas and in workplaces.

The Council will protect the amenity value of neighbouring residences when considering proposals for crèches.

- P2.3.2b** It is the policy of the Council to permit the conversion of existing dwellings to such uses subject to residential amenity and traffic considerations.

In this regard the location and accessibility of the proposed crèche or playschool and size, location and quality of private open space associated with it, will be material considerations.

The Council will have regard to *the Childcare Facilities Guidelines for Planning Authorities* issued by the Department of the Environment in July 2001 and as subsequently amended.

2.3.3 Schools

The population of Droichead Nua is served by the following primary schools; St. Conleths and Mary's National (310 pupils), St. Conleths infant school (362 pupils), Patrician Primary School (317 pupils), Scoil Mhuire (Junior) National School (493 pupils), Scoil Mhuire (Senior) National School (484 pupils), St. Anne's Special School (70 pupils), St. Patricks National School and Gaelscoil Cill Dara.

Four secondary schools serve the town; The Patrician Brothers (888 pupils), The Dominican College (922 pupils), The Holy Family School (1,034 pupils) and St. Conleth's Post Primary School (728 pupils). The Council recognises that the expansion of the town is likely to create additional pressure for spaces.

P2.3.3 It is the policy of the Council to facilitate the development of educational facilities to meet the needs of the population of Droichead Nua and its environs.

2.3.4 Places of Worship

Droichead Nua is served by three Catholic Churches (St Conleths on the Naas Rd., St. Eustace's in Newbridge College and Cill Mhuire at Ballymany) and St. Patrick's Church of Ireland. They are considered to have adequate capacity to meet present and future demand.

2.3.5 Library, Arts and Cultural Facilities

Kildare County Council has recently developed a cultural centre on Main St. accommodating a theatre and exhibition space and offering access to a wide range of cultural facilities. The cultural centre is the main branch of the Kildare County Council Library Service.

P2.3.5 It is the policy of the Council to continue to provide and upgrade the library service, and provide a new branch library in the town, as funds allow.

2.3.6 Health Services

The South Western Area Health Board is the authority responsible for the provision of health services and operates a Health Centre on Henry St.

P2.3.6 It is the policy of the Council to facilitate the health board in the provision of health services to serve the needs of Droichead Nua.

2.3.7 Fire Service

Droichead Nua is the headquarters of the Kildare County Fire Service. The existing station is permanently manned and is considered adequate to serve the needs of the town.

2.3.8 Courts Service

Droichead Nua has historically accommodated a district court.

P2.3.8 It is the policy of the Council to seek the continued provision of a court in the town.

The Council will facilitate the Courts Service in its provision.

2.4 Public Utilities Policies

Kildare County Council, together with other utility companies and authorities, provide important services for residents and enterprises in Droichead Nua. The Council, both directly and through the facilitation of other utility companies and authorities, will seek to ensure the efficient and effective provision of utility services throughout the town.

2.4.1 Water Supply

Droichead Nua is connected to the Ballymore Eustace Reservoir, as part of the Mid-Regional Water Supply Scheme. Water supply is adequate to serve the present needs of the town and will be enhanced in the future with the development of new groundwater sources in the shorter term and the River Barrow source in the longer term, under the Water Strategy for County Kildare.

P2.4.1 It is the policy of the Council to provide water in sufficient quantity and quality to serve the needs of the existing and future population, and future commercial development. Development proposed in such locations, or of such size that the Council cannot adequately supply with water with present infrastructure will be considered premature.

The Council recognises that the distribution network within the town requires upgrading and is inadequate to service large scale new development in places. The existing distribution main in the Great Connell and Little Connell areas is inadequate to serve large scale new development. Future development in this area of a significant scale will be dependent on the advanced delivery of a new 300 mm diameter distribution main from Rosetown to Buckley's Cross Roads under either the Water Strategy for County Kildare, a Serviced Land Initiative or a privately funded initiative. The Council also intends to carry out water main rehabilitation in the town centre area.

2.4.2 Sewerage

Droichead Nua is served by the Upper Liffey Valley sewerage scheme. The treatment plant at Osberstown is currently being upgraded. While capacity must be shared amongst a number of towns in Kildare it is sufficient to service the needs of the town for the foreseeable future.

However the Council recognises that services must be improved to cater for future development. The lack of capacity of the existing sewer along the Athgarvan Rd. may act as an immediate constraint on large scale development in the area while the pumped sewer to Osberstown also requires upgrading.

P2.4.2 It is the Policy of the Council to ensure that the necessary drainage facilities to serve the needs of all development within the town and to prevent

pollution are provided and to separate the disposal of foul and surface water through the provision of separate sewerage networks.

2.4.3 Surface Water Drainage

The Council intends to complete the establishment of completely separate foul and surface water sewerage networks for the town of Droichead Nua.

The Council may require on site surface water attenuation measures if, in its opinion, a development is likely to cause flooding or potentially destructive storm surges in existing water courses. The Council generally adopts the SUDS principles in dealing with the drainage of surface water.

2.4.4 Solid Waste Disposal

Refuse collection in Droichead Nua is currently carried out on a weekly basis and disposed of at Silliot Hill landfill. This service is considered adequate.

The Council will continue to encourage recycling and the minimisation of waste and will work with the community in the provision of a refuse disposal service and recycling facilities for Droichead Nua.

2.4.5 Electricity, Gas and Telecommunications

Electricity is supplied by the ESB transmission system, which is adequate to serve the needs of the town for the period of this plan.

The town is connected to the national gas network with gas supply adequate to serve the needs of the town.

The telecommunications network in Droichead Nua is being upgraded progressively. It is the policy of Kildare County Council to seek and facilitate the provision of a broadband network link to serve Newbridge and this shall be taken into consideration in the design and construction of the relief roads.

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

P2.4.5 It is the policy of the Council to have regard to the "*Telecommunications Antennae and Support Structures, Guidelines for Planning Authorities*" (DoELG 1996) or as subsequently amended, when considering proposals for telecommunication antennae and support structures.

2.5 Transportation Policy

2.5.1 Access to and from Droichead Nua

Droichead Nua benefits from its strategic location on the national road network. The town is linked to Naas by a dual carriageway (the R445), formerly a national primary route, while the southern end of the town has easy access on to the M7.

The Council recognises the need to develop an efficient, integrated public and private transport system within the Dublin Metropolitan area. Droichead Nua falls within the area covered by the Dublin Transportation Office. The policies and measures adopted

by the Council will be in keeping with the recommendations of the Dublin Transportation Office.

The Council has recently commissioned an Integrated Framework Plan for Land Use and Transportation, in partnership with the DTO, to guide the future development of Droichead Nua and Kilcullen and co-ordinate land use and transportation.

At present the town is served by Bus Eireann provincial bus service, a private service and Iarnród Eireann commuter and mainline train service. Access to Droichead Nua will soon be enhanced with the ongoing upgrading of the commuter rail service.

P2.5.1 It is the policy of the Council to co-operate with the Dublin Transportation Office, Iarnród Eireann, Bus Eireann and private bus operators to secure improvements in the transportation system.

At present the public transport network is designed to facilitate movement to and from Dublin City. The Council will seek to further develop and diversify this system by encouraging the development of a local public transport connecting towns and villages within Co. Kildare and further a field.

2.5.2 Access around the town

The Council has recently commissioned a traffic and parking study of the town which has identified the requirements for new roads, junction improvements and parking in the town over the coming years. This study will inform the Council's policy on parking, traffic calming, environmental improvements, junction improvements and roads provision in the future, and has informed this plan.

Traffic congestion within the town is concentrated on Main St and especially the bridge over the Liffey. The Council will aim to ensure the environment of the town centre is enhanced by seeking to relieve traffic congestion and improving the environment for pedestrians.

P2.5.2 It is the Policy of the Council to seek to improve residential amenity, traffic flow and the provision of public transport in conjunction with the Garda, local business interests and residents' associations.

The basis of the Council's roads policy will be to relieve traffic congestion in the town centre. A new southern relief road, with a new river crossing to the south of the town, is partially completed. This road is intended to provide relief for the town centre and to provide access to existing residential development and newly zoned lands in the immediate vicinity of the road.

To the north the Council intends to widen and improve the bridges over the railway line to facilitate the development of lands north of the railway tracks and improve traffic circulation around the town, in conjunction with Iarnród Éireann and other interested parties.

More long term relief of traffic in the town especially for development North of the town, will be better accommodated by an outer relief road from the proposed new roundabout on the Naas road to a point North of the railway and the options for this will be examined.

The Council will continue to monitor traffic levels after completion of the southern relief road. Network and junction improvements and traffic management measures will be undertaken as required.

2.5.3 Parking and Loading

The Council is considering new traffic bylaws for the town. These by-laws are intended to improve traffic flow and accessibility in the town centre by discouraging long term commuter parking. A new multi-storey car park has recently been completed in the town centre and additional parking in association with a major new retail development, is anticipated. It is envisaged that this will significantly expand the number of spaces available in the town centre.

P2.5.3 It is the policy of the Council to review parking requirements in Droichead Nua and to introduce new or amended measures to control parking throughout the town if required.

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

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

2.5.4 Cycleways and Pedestrian Routes

The Council will seek to establish and provide a network of safe, convenient and pleasant cycle and pedestrian links between the town centre, schools, recreational facilities, the railway station, industrial and residential areas. This network will be considered in more detail in the Integrated Framework Plan for Land Use and transportation currently being prepared.

A vital component in encouraging people to travel by bicycle is the provision of secure cycle parking facilities. The Council will seek for the provision of such facilities at strategic locations in the town and as part of all new commercial, educational, recreational and retail facilities.

P2.5.4 It is the policy of the Council to facilitate and encourage cycling and walking as a more convenient, popular and safe method of transport.

2.5.5 Public Transport

The Council envisages that Droichead Nua will grow to be a town of sufficient size to sustain a viable urban bus service. Such a service will link the town centre with principal employment and residential zones, schools and the train station. New development must be designed with such a service in mind (see also par 4.2.3.)

P2.5.5 It is the policy of the Council to facilitate and encourage the expansion and further development of the town bus service and the further development of the rail service.

The Council will reserve a 25m strip immediately north of the railway line free from development in order to facilitate the future expansion of the railway. The Council will work with all existing and potential public transport service providers to ensure a comprehensive public transport service is available to the citizens of the town.

P2.5.6 It is the policy of the Council to increase the number of formal permanent pedestrian (zebra) crossing points at the schools and on the Main Street.

2.6 Open Space, Recreation and Amenity Policies

2.6.1 Recreation Facilities

Droichead Nua has a wide variety of sports and social clubs including thriving GAA clubs, soccer and other sports and social clubs. The Council operates the Sports Complex on Charlotte St., catering for a wide variety of indoor sports, and owns a bank of land at Piercetown in use as sports fields. The Council is aware that other sports are less well catered for and will facilitate the provision of hockey pitches, tennis courts and a skateboarding facility where appropriate. The Council will also seek to facilitate traditional activities such as circuses. It is the policy of the Council to investigate the possibility of providing a public indoor swimming pool.

The town is a sports centre of regional significance, accommodating the GAA county grounds and the Curragh racecourse. These facilities are an important economic resource and give the town a distinctive identity.

P2.6.1a It is the policy of the Council to facilitate the upgrading of these facilities, including their relocation to more appropriate lands within the town, if required.

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

P2.6.1b It is the Policy of the Council to co-operate with sports clubs, schools, community organisations and individuals in the provision of sports and recreational facilities to serve the residents of Droichead Nua.

2.6.2 Protection and Development of the Liffey Linear Park.

The river Liffey is an important feature of the town that contributes to the distinctive character of Droichead Nua. The Council recognises that the river has enormous recreational potential as well as being of ecological value and will endeavour to protect and develop it as a recreational amenity. An attractive riverside park has been developed on the western bank of the Liffey. Development proposals on lands adjoining the river Liffey shall include proposals for the landscaping of, and public access to, the areas zoned amenity. This amenity area is in addition to normal open space requirements.

P2.6.2 It is the Policy of the Council to extend and develop a linear park along both sides of the Liffey from the Dominican College to the motorway and to continue the development of the riverside park system in accordance with the Boylan report.

No development will be permitted on either bank within 80m of the River Liffey. Development along the river should front onto the river so as to ensure the passive supervision of the proposed linear park. ~~Development proposals on lands adjoining the river Liffey shall include proposals for the landscaping of, and public access to, the areas zoned amenity. This amenity area is in addition to normal open space requirements.~~

2.6.3 Provision of Open Space

The provision of attractive recreational open space is an essential component of the Council's vision of developing Droichead Nua. The quality and location of such space is as important as the quantity. The most effective open spaces are large, multi - purpose, informally supervised parks, preferably fronted by houses. The Council aspires to the establishment of a parks department to develop and maintain public open spaces within the county.

P2.6.3 It is the policy of the Council to seek a contribution towards the landscaping of public open space and creation of recreational facilities in association with the development of nearby residential, industrial or commercial developments.

2.6.4 Provision of Playgrounds

The Council is aware of the need for playgrounds in expanding towns such as Droichead Nua and will co-operate with community groups in their provision. The existing playground in the town is a valuable resource. The Council hopes to provide, or facilitate the provision of additional safe, modern playgrounds in Droichead Nua during the life of this plan as funds allow. The Council will welcome the provision of playgrounds as part of larger development proposals, in the context of the Action Area Plans referred in par. 2.1.3 of this plan. In line with the Council's emphasis on improving the quality of public open space, a reduction in the overall quantity of public open space being provided as part of a development may be acceptable where such a playground is being provided.

2.6.5 Protection of Existing Open Space

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

P2.6.5 It is the policy of the Council to protect land zoned as open space from inappropriate development. Within such areas only very limited development, directly related to amenity, community and leisure uses, and to the on-going development of agriculture, will be permitted.

The Council will ensure roads, pedestrian and cycle routes are appropriately landscaped and maintained to a high standard. The Council will encourage developers that may benefit from the upgrading of routes into a development to undertake these works themselves, by agreement with the Council.

2.6.6 Protection of the Curragh and Pollardstown Fen

Droichead Nua is located north east of the Curragh and south east of Pollardstown Fen, two important sites of scientific interest. The Council recently carried out a SRUNA study of the Curragh, in partnership with other interested bodies. The Council recognises the ecological and amenity value of these habitats and will protect them by resisting pressure for development likely to have a negative impact on them.

2.7 Town Centre Policies

2.7.1 Droichead Nua town centre is unusual in so far as a significant portion of lands are devoted to industrial uses. The redevelopment of these lands for mixed town centre uses represents a major opportunity to create an urban centre of appropriate urban scale and character for the growing town. A significant portion of lands formally zoned 'industrial' have been reclassified as 'town centre' zoning in this plan.

P2.7.1a It is the policy of the Council to reinforce the historic town centre as the heart of the town, to increase its vibrancy and to improve its environment.

The Council recognises the importance of maintaining a strong retail base within the town and its policies on retailing reflect this (see par. 2.2.3). It is Council policy to direct appropriate retail, commercial and other uses to the town centre. The retention and further development of ground floor retail uses will be particularly favoured.

P2.7.1b It is the Policy of the Council to promote the town centre as a residential, retail, commercial and service location.

2.7.2 **Obsolescence, Dereliction and Areas in Transition**
There are a number of high profile properties and lands in the town that are vacant or under-utilised. The Council recognises the need to encourage the beneficial use of these properties.

P2.7.2 It is the policy of the Council to seek the removal and renewal of derelict, underused and vacant sites throughout Droichead Nua.

In this regard the Council will use its powers under the Derelict Sites Act (1990) or as subsequently amended, as appropriate.

2.7.3 **Town Centre Action Area Plan**
The Council intends to draw up an Area Action Plan to guide the future development of part of the town centre. The relevant area for the Action Area Plan (AAP) is outlined on attached map1 and extends to 14.1 hectares. The area is bounded on the East by the River Liffey, the North by Main St., the West by Cutlery Rd. and the South by the Inner Relief Rd. The current pattern of development in this area is mixed with an established residential quarter to the East, industrial and derelict lands to the south and office uses to the north. The area includes the recently constructed County Library and Arts Centre, Bord na Mona's corporate headquarters and is dominated by the GAA County Grounds. The Council understands that these grounds may become available for development during the life of this plan and considers such a prospect to be a major opportunity to regenerate this part of the town centre.

The Action Area Plan will establish urban design guidelines indicating building lines, maximum and minimum building heights and acceptable uses within the area. It is envisaged that mixed-use buildings, with an appropriate urban form, will be developed in this zone. The emphasis will be on creating a vibrant pedestrian friendly town centre with a range of mixed-use buildings and high quality streets and public spaces. It is envisaged that the plan will lead to the enhancement of Cutlery Rd. and the Inner Relief Rd. as civic streets and the creation of a public open space to act as a civic focal point for the town. An important objective of the plan will be to enhance the

connection between the town centre and the River Liffey. It is the policy of the Council to take account of the 1996 Town Improvement Plan when preparing the Town Centre Action Area Plan. The provision of a multi-storey carpark within the Action Area Plan will also be examined.

The previous zonings on the lands in question were existing residential/infill, new residential, town centre and amenity/openspace. The proposal in this plan is to zone the entire area as 'Town Centre' to allow for residential, retailing, commercial, office, cultural and civic use.

It is considered that development within this area should be constrained until such time as the AAP is completed. Therefore any development proposals, which would have a significant impact on the study area, will only be permitted following completion of the AAP and must be consistent with it. No development on newly zoned areas, or which seek to take advantage of a higher use zoning, will be permitted until the AAP has been prepared. The Council will seek to complete the proposed AAP within two years of the date of the adoption of this plan.

2.8 Environment and Conservation Policies

The natural and built environments make vital contributions to the quality of life in Droichead Nua. The Council will seek to promote environmental awareness and good practices, together with high standards of design in all development proposals. The Council has recently appointed a conservation officer who will be responsible for implementing the conservation policies of the Council and encouraging good practice in building conservation.

2.8.1 Buildings and Structures

The built heritage of the town centre is an important element in the character of Droichead Nua. Buildings and structures with an architectural, historical and/or streetscape value have been listed for preservation or for consideration for preservation and are listed in Table 3.2. It is important to note that the Council is in the process of drawing up a Register of Protected Structures for the county as a whole. That register will be updated on a regular basis and will supercede Table 3.2.

P2.8.1a **It is the policy of the Council to protect buildings and structures listed for protection in Table 3.2 of this plan and on the Register of Protected Structures.**

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

P2.8.1b **It is the policy of the Council to encourage and support Dúchas in carrying out an Inventory of Architectural Heritage for Droichead Nua.**

2.8.2 Views and Prospects

Droichead Nua contains a number of sites, areas and vantage points from which views over local landmarks and the river may be obtained. Views and prospects for protection have been identified in the Plan and are listed in Par 3.11 and on Map 1.

In the implementation of this policy, it is the intention of the Council to refuse permission for development that would block or otherwise interfere with a view that is designated for protection. In evaluating planning applications located in the foreground of identified views and prospects, consideration will be given to the effect such development may have on the view or prospect.

The protection of views and prospects will be taken into consideration when designing new roads and bridges that may impact on Protected Views and Prospects. Such infrastructure will be designed to minimise negative visual impacts and enhance visual amenity where possible. The desirability of protecting a particular view or prospect will be balanced against the need to provide infrastructure for the town to function safely, efficiently and sustainably. The possibility of creating new vantage points from which views may be enjoyed will be explored.

P2.8.2 It is the policy of the Council to protect the views and prospects of special amenity value or special interest listed in Par 3.11.

2.8.3 Pollution

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

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

Some commercial operations can cause environmental problems and harm residential amenity. The Council will encourage these uses to relocate to a more suitable area or to improve operations on site. The Council will seek to control the effect of such uses through the implementation of the Air Pollution Act 1987 and other legislation.

P2.8.3a It is the policy of the Council to refuse planning permission for development that may create unacceptable air, water, noise or other pollution or nuisance and any development likely to be classified under the Major Accidents Directive.

The Council will seek to improve the water quality in the Liffey. The Council will minimise the impact on ground water of discharges from septic tanks and other potentially polluting sources.

P2.8.3b It is the policy of the Council to implement the provisions of water pollution legislation, in conjunction with other agencies, as appropriate.

2.8.4 Trees and Hedgerows

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

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- P2.8.4a** It is the policy of the Council to make tree preservation orders for the trees, groups of trees and woodlands listed in Par 3.11. and to update the list as necessary during the lifetime of the plan.

The Council will promote the environmentally sensitive management of hedges. The cutting of hedgerows during the nesting season is prohibited.

- P2.8.4b** It is the policy of the planning authority to protect and preserve existing hedgerows and to encourage the planting of new hedgerows, using traditional native species.

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

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

- P2.8.4c** It is the policy of the Council, wherever appropriate in the opinion of the planning authority, to ensure that existing trees are incorporated into development proposals and that detailed landscaping schemes are incorporated into major development proposals.

The Council will require, as appropriate, tree surveys and landscaping schemes to be carried out. The Council will seek to undertake a review of the trees covered by Tree Preservation Orders and planting schemes during the plan period.

2.8.5 Control of Litter

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

2.8.6 Archaeology

- P2.8.6** It is the policy of the Council to ensure an archaeological investigation of a site is carried out by an archaeologist licensed by Dúchas, prior to any development works in proximity to national sites and monuments.

The carrying out of such a survey will be a condition of any planning permission granted in proximity to national sites and monuments which may damage or disturb archaeological deposits and will be carried out at the expense of the developer.

2.9 Lands North of Railway Action Area Plan

While some lands north of the railway are zoned for development in this plan other lands are included within the town boundary but zoned for agriculture or low density housing. The development of these lands for higher order uses at this stage is considered premature. Once the first phase of the town's expansion north of the railway is complete, and access to these lands enhanced, it is envisaged that these lands may become developable.

P2.9.1 It is the policy of the Council to prepare an Action Area Plan for lands identified on Map 1, north of the railway line.

In order to investigate the suitability of these lands for development, and ensure their development can take place in an orderly manner, the Council intends to prepare an Action Area Plan for these lands. It is intended that the preparation of an Action Area Plan at this stage will ensure that these lands can be developed without delay if is considered appropriate at the next review of the development plan.

The Action Area Plan will consider the appropriate form, location, density and mix of uses for these lands. As the community north of the railway develops it is envisaged that employment uses will be desirable north of the railway, as well as residential use. The Action Area Plan will address the nature and scale of such employment and where such employment might be located. The design and delivery of roads, bridges and other infrastructure will also be considered. The protection of Pollardstown Fen SAC will be an important consideration in drawing up this plan.



3.0 DEVELOPMENT OBJECTIVES

3.1 Land Use Zoning

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

3.1.1 Permitted in Principle

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

3.1.2 Open for Consideration

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

3.1.3 Not Permitted

Land uses which are indicated as 'Not Permitted' in the Land use Zoning Matrix (Fig. 3.1) will not be permitted.

3.1.4 Other Uses

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

3.1.5 Non-Conforming Uses

Existing established uses that are inconsistent with the primary zoning objective, where legally established by continuous use for the same purpose prior to 1st October 1964 or by a planning permission, will not be subject to legal proceedings under the Act in respect of their continued use. Where extensions or improvements of premises accommodating these uses are proposed each shall be considered on its merits in accordance with the proper planning and sustainable development of the area.

3.1.6 Transitional Areas

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

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

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

3.1.7 Limitations and restrictions on zonings in particular areas

A central aim of this plan is to ensure that the town develops in a sustainable way and therefore the necessary infrastructure must be put in place in conjunction with new development. In particular there are a number of areas zoned for development in this plan which require the delivery of key pieces of infrastructure. Notwithstanding the fact that such lands are zoned for development the Council will refuse to grant planning permissions for the development of these lands until such time as satisfactory arrangements are in place for the provision of the necessary infrastructure in phase with development. In many cases it will be necessary for the developers to provide the necessary infrastructure as part of their development proposals. The Council reserves the right to levy all or some new development for all or part of the improvements necessary.

The following lands, identified on Map 1 have the following restrictions attached to their zoning;

(1) *The east and west banks of the Liffey*

The achievement of the road objective between the Naas Rd. and the Athgarvan Rd., including a new bridge over the River Liffey, is considered an essential element in the overall development of the town. Development in this area must be phased so as to ensure that any development is sustainable having regard to existing and proposed infrastructure and the effects of the development proposed. Development on the newly zoned industrial lands to the east of the town and on the lands zoned residential between the Great Connell Road and the Athgarvan Road on both sides of the Liffey must be presented in the context of clear proposals for the achievement of this objective. These proposals must also provide for the necessary water and waste water services infrastructure required in this area, as part of the overall development of the town. It is also considered desirable that before any development commences in this area that a satisfactory hydro-geological report on these lands be submitted for the agreement of the planning authority.

The development of the area of land identified on the zoning map shall be contingent on the provision of a site for a primary school, at a suitable location, and the overall development proposals for these lands must make provision for a site of 5 acres for this purpose. The development of these lands must be in accordance with an agreed plan for the provision of the school.

Proposed development accessing onto the Athgarvan Rd. will be required to provide for improvements to this road.

(2) *West of the town*

Any development proposals for the lands zoned between the Green Road and the Ballymany Road and between the Ballymany Road and the Standhouse Road must provide for the road objectives outlined. Development proposals for the land between the Green Road and the Ballymany Road shall be at a maximum density of 15 dwellings per hectare (6 dw/acre) on the newly zoned residential area and shall have regard to the amenity of the Curragh. Development proposals for the land between the Ballymany Road and the Standhouse Road shall be at a maximum density of 15 dwellings per hectare (6 dw/acre), must be capable of providing adequate access and must take account of the elevated nature of the site. Development must not impact on the visual integrity of the Curragh.

(3) North of the Railway

The lands zoned to the north of the railway require the provision of necessary infrastructure. Existing permissions/applications in this area provided for some of the overall necessary improvements required for this area, sufficient to allow the particular developments to proceed. The recent planning application (02/1705) which is currently before An Bord Pleanála provided a number of extensive road improvement works to facilitate the development including;

- (a) the provision of a new footpath at Sexes Bridge and traffic signals either side of the bridge to facilitate pedestrian movements from this and adjoining development and to introduce an alternating one way traffic system over the bridge.
- (b) the realignment and improvement of the road from Sexes Bridge to Byrne's Crossroads to provide a 7.3 m wide carriageway with a 1.75m footpath either side and
- (c) the provision of a roundabout at the junction at Barrettstown Road / Sexes Bridge to alleviate traffic congestion.

While these infrastructural improvements are considered adequate to cater for the immediate needs of existing and proposed development, the Council recognises that as development in this area continues further road and bridge improvements which are required to facilitate the development shall be identified and development phased as necessary with the provision of the necessary infrastructure.

The development of the area of land identified on the zoning map shall be contingent on the provision of a site of 5 acres, at a suitable location, for community use and the overall development proposals for these lands must provide for this site. The proposed uses and location of this site shall be agreed with the planning authority.

(4) Development elsewhere in the town

Other development proposals will be required to provide, or contribute to, the provision of roads/road improvements that facilitate their development.

(5) Lands associated with proposed GAA Stadium

The 26 acres of land proposed for the stadium will include 10 acres of Fay's land and 16 acres of O'Buachalla's land. The area of Fay's land being changed from Industrial to stadium use is to be relocated elsewhere on the holding. An additional 30 acres of O'Buachalla's land is to be zoned Industrial and Warehousing. The zoning of the entirety of these lands (ie 66 acres) is contingent on the relocation of the GAA to that location and otherwise no development shall take place on any of the lands. It should be noted that the site outlined for the GAA stadium is indicative and shall be the subject of further detailed study on the precise location, traffic and environmental issues and other relevant matters.

(6) Industrial and Warehousing lands to the East of the town

It is considered appropriate that the development of the newly zoned Warehousing and Industrial lands to the East of the town would be carried out in a sustainable way having regard to the proper planning and development of the area. The zoning of these lands will therefore be subject to the submission of a Masterplan for the development of the lands for the approval of the Planning Department, in consultation with the Kildare Area Committee, before development commences. This plan will provide for a suitable mix of development and balance of employment and shall take account of the fact that this is a significant area of zoning in a very strategic location. This plan shall provide details of proposed building types, proposed uses and proposed finishes. In particular the plan shall take account of the existing amenity of the R445 from Ladytown to Buckleys Cross and an appropriately high standard will be required for development along this area.

3.2 Use Zoning Objectives

3.2.1 Zoning Objective A Town Centre

O3.2.1 To provide for the development and improvement of appropriate town centre uses including retail, commercial, office and civic use.

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

3.2.2 Zoning Objective B Existing Residential/Infill

O3.2.2 To protect and improve existing residential amenity; to provide for appropriate infill residential development; to provide for new and improved ancillary services.

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

3.2.3 Zoning Objective C New Residential Development

O3.2.3 To provide for new residential development.

This zoning provides for new residential development and other services incidental to residential development. While housing is the primary use in this zone, recreation, education, crèche/playschool, clinic/surgery uses, schools, sheltered housing and small corner shops are also envisaged, subject to the preservation of neighbouring residential amenity. Permission may also be granted for home based economic activity within this zone, subject to the preservation of residential amenity and traffic considerations. Large new residential areas (generally 75 units or more) should be developed in accordance with a comprehensive plan detailing the layout of services, roads and the landscaping of open space.

3.2.4 Zoning Objective D Low Density Residential Development

O3.2.4 To provide for low density residential development

This zoning provides for low density residential development on lands located some distance from the town centre and railway station, mostly between the town centre and the motorway. While they are generally on the public sewer they are too far from the town to be served by public transport and are not therefore suitable for higher density development. Generally no more than 15 houses per hectare (6/acre) will be acceptable in this zone. On some lands, identified on the map, lower densities (10/hectare or 4/acre) are specified.

3.2.5 Zoning Objective E Institutional & Educational

O3.2.5 To provide for community and educational facilities.

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

3.2.6 Zoning Objective F Open Space and Amenity

O3.2.6 To protect and provide for recreation, open space and amenity provision.

The areas included in this zoning objective cover both private and public open space and are dispersed throughout the town. The aims of this land use zoning objective include; to protect, improve and provide for recreation, open space and amenity provision; to protect, improve and maintain public open space; to preserve private open space and to provide recreational and community facilities.

The Council will not normally permit development that would result in a loss of open space except where specifically provided for in this Development Plan. Existing agricultural uses in open space areas will continue to be permitted, and reasonable development proposals in relation to this use will be considered on their merits.

3.2.7 Zoning Objective G1 Neighbourhood Centre (north of Railway)

O3.2.7a To provide for new neighbourhood facilities

This zoning provides for the development of a new neighbourhood centre to serve north Droichead Nua. Mixed-use buildings with an appropriate urban form and active ground floor uses and residential and/or commercial activity on upper floors are preferred. It is envisaged that a large portion of these lands will be developed for residential use. A mix of high-density residential, retail, community and recreational development is sought in this zone. This centre is intended to serve the immediate needs of the new community north of the railway line and complement, but not compete with, the established town centre. Medical clinics and professional offices, crèches, small convenience stores (max. 100 m sq. net lettable area), a pub, restaurant or café are all envisaged in this zone. The community and recreational aspects of development proposals within this zone will be of particular importance and must be given due prominence.

Zoning Objective G2 Neighbourhood Centre (east bank of Liffey)

O3.2.7b To provide for new neighbourhood facilities

This zoning provides for the development of a new neighbourhood centre to serve the needs of a new residential area and employment zone east of the town. A mix of retail, community and recreational development is sought in this zone. Only limited residential development sufficient to ensure the viable and satisfactory working of the Neighbourhood Centre will be considered in this zone. This centre is intended to serve the immediate needs of the local working and residential population and complement, but not compete with, the established town centre. Medical clinics and professional offices, workshops, a crèche, small convenience stores (max. 100 m sq. net lettable area), a petrol station, a pub, restaurant or café are all envisaged in this zone. The community and recreational aspects of development proposals within this zone will be of particular importance and must be given due prominence.

3.2.8 Zoning Objective H Industry & Warehousing

O3.2.8 To provide for new warehousing and industrial development

This zoning provides for new warehousing and industrial development excluding retail warehousing. Other uses, ancillary or similar to industry and warehousing will be considered on the merits of each planning application and may be acceptable in this zone.

3.2.9 Zoning Objective I Agricultural

O3.2.9 To retain and protect agricultural uses.

The purpose of this zoning is to ensure the retention of agricultural uses and protect them from urban sprawl and ribbon development. Uses which are directly associated with agriculture or which would not interfere with this use are open for consideration. This includes limited housing for members of landowners' families or persons who can demonstrate a need to live in the area zoned 'agricultural', tourism related projects such as tourist caravan parks or campsites and amenity uses such as playing fields.

3.2.10 Zoning Objective J Transport & Utilities

O3.2.10 To provide for the needs of transport and utility providers.

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

3.2.11 Zoning Objective K Equine Business

O3.2.11 To facilitate High Quality Equine Business.

The purpose of this zoning is to facilitate the re-location of Horse Racing Ireland and to allow for other high quality development which is an intrinsic part of the Equine Industry.

3.2.12 Zoning Objective L GAA Sports Stadium

O3.2.12 To facilitate the provision of a sports stadium.

The purpose of this zoning is primarily for the provision of a sports stadium of regional significance. Associated uses such as bars, function rooms and restaurants may also be acceptable. Any proposal for the development of a stadium must be presented in the context of a mobility management plan. The dual use of car parking spaces by industrial and employment uses and the stadium will be considered. The car-parking standards to apply will be determined in the context of a detailed plan for the proposal.

Land Use	A	B	C	D	E	F	G 1	G2	H	I	J	K	L
Dwelling	y	y	y	y	o ¹	n	y	o	n	o ²	n	n	n
Guest house/hotel/hostel	y	o	o	o	o ³	n	y	y	n	o	n	o	o
Restaurant	y	o	o	n	o ⁴	n	y	y	o	n	o	o	o
Pub	y	n	o	n	n	n	y	y	n	n	n	n	o
Shop (convenience)	y	o	o	n	n	n	y ⁵	y ¹⁰	c	n	o	n	n
Shop (comparison)	y	n	n	n	n	n	o	n	n	n	n	n	n
Retail warehouse	y	n	n	n	n	n	n	n	n	n	n	n	n
School	y	o	o	o	y	o	y	o	o	o	n	o	o
Medical and Related Consultant	y	o	o	o	y	n	y	y	o	n	o	o	o
Health centre	y	o	o	n	y	o	y	y	o	n	o	o	n
Nursing home	y	o	o	o	y	n	y	y	n	o	n	o	n
Community hall & Sports halls	y	o	o	o	y	y	y	y	o	o	o	y	y
Recreational buildings	y	o	o	o	y	y	y	y	o	o	o	y	y
Cultural uses, library	y	o	o	o	y	o	y	y	n	n	o	y	y
Offices	y	n	n	n	o ⁶	n	y	y	o	n	o	y	o
Garages, panel beating/car repairs	n	n	n	n	n	n	n	o	y	n	o	n	n
Petrol station	o	n	n	o	n	n	o	y	y	n	o	n	n
Motor sales	y	n	n	n	n	n	o	y	y	n	n	n	n
Car parks	y	n	o	n	o	o	y	y	y	n	y	n	y
Heavy commercial vehicle parks	n	n	n	n	n	n	n	o	y	n	y	n	o
Cinema, dancehall, disco	y	n	n	n	n	n	o	y	n	n	n	n	n
Warehouse (wholesale)	n	n	n	n	n	n	n	y	y	n	n	n	n
Repository, store, depot	o	n	n	n	o	n	n	y	y	n	o	n	n
Industry	n	n	n	n	n	n	n	n	y	n	o	n	n
Industry (light)	n	n	n	n	o	n	n	o	y	n	o	n	n
Workshops	n	n	n	n	o	n	o	y	y	o	y	n	n
Playing fields	o	y	o	y	y	y	n	o	o	y	n	y	y
Place of worship	y	o	o	n	y	o	y	o	n	n	n	n	n
Park/playground	y	y	y	y	y	y	y	y	o	o	n	o	y
Tourist camping site	n	n	o	o	o	n	n	n	n	o	n	n	o
Tourist caravan park	n	n	o	o	o	n	n	n	n	o	n	n	o
Halting site	n	o	o	o	o	o	o	o	o	o	n	n	o
Cattleshed/slatted unit	n	n	n	n	n	n	n	n	n	y	n	n	o
Broiler house	n	n	n	n	n	n	n	n	n	y	n	n	o
Stable yard	n	n	n	o	n	n	n	n	o	y	n	y	o
Amusement Arcade	n	n	n	n	n	n	n	o	n	n	n	n	n
Hot food take-away	o	n	n	n	n	n	o	o	y	n	n	n	o
Utility structures	y	o	o	y	y	o	y	y	y	y	y	n	y
Funeral homes	y	n	n	n	y	n	y	y	y	n	n	n	o
Crèche/playschool	y	o	y	y	y	y	y	y	o	o	o	o	o
Incinerator	n	n	n	n	n	n	n	n	n	n	n	n	n
Day-care centre	y	y	y	y	y	n	o	o	n	n	n	n	n

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

¹ Dwellings associated with Institutional use only

² for qualifying persons

³ Associated with Institutional use only

⁴ Associated with institutional use only

⁵ Max. 100m sq. net lettable area

⁶ Associated with institutional use only

Fig. 3.1 Land Use Zoning Matrix

3.3 Specific Objectives

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

3.4 Housing and Residential Objectives

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

- O3.4.1 Require a high standard in design, layout, provision of open space and landscaping, and variation in house type and size in new residential development. The Council will work with developers to this end.
- O3.4.2 Co-ordinate the provision of roads and other services to new housing developments
- O3.4.3 Ensure the development of safer housing areas by encouraging layouts, which facilitate pedestrian and bicycle movement and restrict traffic speeds,
- O3.4.4 Encourage the provision of landscaped pedestrian and bicycle links between and within estates and between residential areas the town centre and railway station.
- O3.4.5 Preserve and reinforce existing mature trees and hedgerows in new residential areas,
- O3.4.6 Ensure that infill development is in keeping with existing development in the vicinity in terms of scale, character and finishes.

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

- O3.4.7 Identify and acquire appropriate lands for social housing as necessary,
- O3.4.8 Continue to co-operate with the South West Area Health Board and other statutory and voluntary bodies in the provision of sheltered and social housing,
- O3.4.9 Utilise powers available to local authorities under the Planning and Development (Amendment) Act 2002 to ensure appropriate proportions of new housing are made available as social and affordable housing, in accordance with Kildare County Council's Housing Strategy.

3.5 Industry and Commercial Objectives

The Council is anxious to ensure that Droichead Nua develops in a balanced manner, with adequate employment opportunities for the residents of the town and its hinterland.

- O3.5.0** It is an objective of the Council to;
- a) Facilitate the development of industrial and warehousing development on appropriately zoned and serviced lands in co-operation with the IDA, Enterprise Ireland, the County Enterprise Board and County Development Board.
 - b) Safeguard residential areas and areas of high environmental quality from the adverse effects of industrial development,
 - c) Ensure that all new industrial and warehousing schemes are appropriately landscaped and screened.
 - d) Support and facilitate the relocation of Horse Racing Ireland to a site in Droichead Nua.

3.5.1 Retail Objectives

- O3.5.1** It is an objective of the Council to;
- a) Encourage the upgrading and expansion of existing retail outlets in the town centre,
 - b) Encourage the use of upper floors in retail premises for commercial or residential use,
 - c) Prohibit the development of large-scale retail and retail warehouse developments on the outskirts of the town in accordance with the 2000 Retail Planning Guidelines (or as subsequently amended).

3.6 Education, Cultural and Community Objectives

3.6.1 Education

- O3.6.1** It is an objective of the Council to;
- a) Co-operate with the Department of Education and Science, the Kildare VEC and local school management boards in the provision of an adequate number of school places to serve the needs of the town's population,
 - b) Facilitate the development of sports, recreational and cultural facilities for schools in the town.

3.6.2 Health Services

- O3.6.2** It is an objective of the Council to co-operate with the South West Area Health Board in the provision of health and social facilities, nursing homes and sheltered housing.

3.6.3 Fire Service/Court Service

- O3.6.3(a)** It is an objective of the Council to ensure the town has an adequate fire service at all times.
- O3.6.3(b)** It is an objective of the Council to facilitate the continued provision of court services in Newbridge and to facilitate the refurbishment of the Courthouse for public use.

3.6.4 Library Service

- O3.6.4** It is an objective of the Council to ensure the town has an adequate library service to serve the needs of its growing population.

3.7 Utility Services Objectives

3.7.1 Water Supply

- O3.7.1** It is an objective of the Council to;
- a) Provide sufficient water to serve all lands zoned for development in this plan,
 - b) Minimise wastage in the water supply network,
 - c) Preserve free from development the way leaves of all public water mains.

3.7.2 Sanitary Services

- O3.7.2** It is an objective of the Council to;
- a) Ensure that the necessary drainage facilities to serve the needs of all development are provided,
 - b) Prohibit the connection to the sewerage system of any proposed development out of phase with the overall development of the town or where the existing services are committed for other development,
 - c) Ensure the changeover from septic tanks to mains connections in all cases where this is feasible,
 - d) Preserve free from development the way leaves of all public sewers,
 - e) Maintain and improve existing sewerage services.

3.7.3 Solid Waste and Recycling

- O3.7.3** It is an objective of the Council to;
- a) Ensure Droichead Nua has an adequate solid waste collection system,
 - b) Regulate private contractors under the 1996 Waste Management Act by issuing refuse Collection permits when the appropriate regulations are made by the Department of Environment and Local Government,
 - c) Endeavour to ensure that the public has easy access to recycling banks by arranging for the provision of bring banks where possible in easily accessible locations,
 - d) Continue to work with and encourage the local community regarding waste management issues through the KIWI (Kildare Integrated Waste Initiative) programme.

3.7.4 Undergrounding of Utilities

- O3.7.4** It is an objective of the Council to encourage the voluntary removal and undergrounding of overhead cables within the town centre by the various utility providers.

3.8 Transportation Objectives

3.8.1 Roads and Streets

- O3.8.1** It is an objective of the Council to protect from development and seek their construction, the following routes;
- a) From the R445 at Littleconnell (a) to the Green Rd., (b) including a new bridge over the Liffey.

b) From the Green Rd. (c) to the Kildare Rd. (R445) near the Ballymany interchange (d).

- c) From Newbridge College (e) to the R445 at Oldconnell (f), including a new bridge over the Liffey. The exact route of this link remains to be determined and will be the subject of more detailed design and consultation and in particular the detailed design shall seek to minimise the visual impact on the College and any negative impact on the playing fields.
- d) From Mooney's bridge (g) to the Kildare Road (R445) near the Ballymany Interchange (d).
- e) A link from the Outer Relief Rd. (i) to the Inner Relief Rd. (j).

It is an objective of the Council to realign, widen and improve the following roads;

- f) Morrinstown Rd. from Byrne's Crossroads (k) to the railway line (l)
- g) Sex's Rd. from Byrnes Crossroads (k) to Newbridge College (e)
- h) The Athgarvan Rd. from the junction with the Outer Relief Rd. (n) to the Inner Relief Rd. (o)
- i) The Standhouse Rd. from the Curragh (p) to the town boundary (q)
- j) The Inner Relief Rd. from the junction with Edward St. at the Liffey Bridge (r) to Dunnes Shopping Centre (s)
- k) Station Rd. from Byrnes Crossroads (k) to the railway line (t)
- l) Provide enhanced bus, cycle and pedestrian access on Station Rd., Main St. and Edward St. where feasible.

It is an objective to realign, widen and improve the following railway bridges;

- m) Sex's Bridge
- n) Station Rd. bridge
- o) Morrinstown Bridge
- p) Blackberry Lane Bridge
- q) Mooney's Bridge

All of the above will incorporate street lighting, footpaths, cycle tracks and tree planting as illustrated in fig. 4.2. They will also be designed where feasible to accommodate an urban bus system.

It is an objective to improve the following junctions;

- r) The Inner Relief Rd./Main St. and Canning Place
- s) The Inner Relief Rd. and Athgarvan Rd.
- t) The Inner Relief Rd. and Cutlery Rd.
- u) The Inner Relief Rd. and Edward St.
- v) The Green Rd./Morrinstown Rd and Edward St.
- w) Cutlery Rd. and Main St.
- x) Charlotte St. and Main St.

3.8.2 Pedestrian

O3.8.2

It is an objective of the Council to;

- a) Provide footpaths and public lighting along all public roads within the town boundary
- b) Refurbish all footpaths in the town and improve access for the disabled where required.
- c) Ensure all new footpaths are designed and constructed to cater for the needs of people with disabilities,
- d) Upgrade public lighting as the need arises.

3.8.3 Traffic and Parking

O3.8.3

It is an objective of the Council to;

- a) Investigate the provision of additional off street public car parking in the town centre,
- b) Provide disabled car parking spaces at appropriate locations throughout the town,
- c) Ensure the provision of permanent durable surfaces to all public and private car parking facilities,
- d) Ensure a car park serving the railway station is provided
- e) Provide passive traffic calming measures at appropriate locations as the need arises.
- f) Carry out the recommendations of the traffic management study subject to compatibility with other policies and objectives of this plan
- g) Ensure adequate car parking spaces are provided in all new development. In particular town centre schemes should use innovative designs to ensure that car-parking needs are addressed.

3.8.4 Public Transport

O3.8.4

It is an objective of the Council to;

- a) Co-operate with Bus Eireann, Iarnrod Eireann and private bus operators in ensuring adequate train and bus services in the town and in the provision of bus stops at appropriate locations,
- b) Ensure where possible all public transport is accessible to the disabled.
- c) Promote the development of a local public transport network linking the towns and villages of County Kildare,
- d) Promote the development of a town bus service.
- e) Work in conjunction with public and private bus operators to co-ordinate stops and signage

3.8.5 Cycling

O3.8.5

It is an objective of the Council to;

- a) Ensure adequate secure bicycle parking facilities are provided as part of new educational, recreational and commercial developments.
- b) Investigate the feasibility of providing cycle lanes, and seek to provide where possible, at the following locations;
 - 1 Along Charlotte St. to the railway station.
 - 2 From the schools on the east bank of the river along Main St., after completion of the southern relief route and in association with the upgrading of Main St.

3.9 Open Space, Recreation and Amenity Objectives

It is an objective of the Council to;

- O3.9.1** Provide and facilitate the provision of suitably located land for community use,
- O3.9.2** Continue to co-operate with community and sports bodies in the development riverside park and other recreational areas in the town,
- O3.9.3** Protect the amenity and tourist value of the Curragh and Pollardstown Fen in conjunction with the relevant statutory bodies and voluntary groups.
- O3.9.4** Protect existing open spaces and recreational uses from encroachment by other uses. Areas of open space outlined in previous planning applications shall be regarded as amenity areas and development will not be allowed on these areas.

-
- O3.9.5 Provide additional playground facilities in the town as funds allow.
 - O3.9.6 Ensure adequate playing fields and other recreational facilities are available in the town to meet the needs of the population.
 - O3.9.7 Promote the development of a public swimming pool in the town.
 - O3.9.8 To support Newbridge Greyhound Stadium in the development of their facility including ancillary and complementary uses.

3.10 Town Centre Objectives

- O3.10.1 It is an objective of the Council to preserve the townscape character of the town centre with its pattern of two and three storey buildings with pitched slate roofs.

This objective will principally be achieved through the Development Control Process and through the provision of advice to developers.

- O3.10.2 It is an objective of the Council to draw up an Action Area Plan to guide the future development of former industrial lands in the town centre now zoned 'Town Centre', identified on Map 1.

It is an objective of the Council to;

- O3.10.3 encourage the undergrounding of utility cables in the town centre,
- O3.10.4 protect street furniture of heritage value
- O3.10.5 strictly control advertising and seek to remove existing established signage and advertising hoardings (in particular neon and plastic signs) which are visually obtrusive or out of scale with the character of the town centre
- O3.10.6 ensure that the existing historic street pattern is retained.
- O3.10.7 Encourage the retention and further development of active ground floor retail uses.

3.11 Environment and Conservation Objectives

3.11.1 Protected Structures

- O3.11.1a It is an objective of the Council to secure the preservation of certain items and structures of artistic, historic or architectural interest in Droichead Nua which are listed in table 3.2 below.

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

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

It is important to note that the Council is currently preparing a Register of Protected Structures for the county as a whole, in accordance with the Planning and Development Act 2000. This register will incorporate those structures currently protected and will supercede Table 3.2. It will be reviewed and updated on a regular basis.

O3.11.1b It is an objective of the Council to assist owners of such properties in their maintenance and repair through advice and grant aid under the Building Conservation Grants scheme operated by the Department of Environment and Local Government.

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

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

Under the Planning and Development Act 2000 the entire building and curtilage of a protected structure is protected. Property owners are entitled to a 'Declaration' from the Planning Authority outlining the nature and scale of development which may be acceptable to a particular protected structure. Those seeking to alter a protected structure are advised to discuss their proposal with the Planning Department of Kildare County Council before any alteration is made.

The following structures are listed for protection;

Reference	Item and Location	Description
IP 1	Catholic Church, Naas Rd.	building
IP 2	Church of Ireland,	building
IP 3	No Listing (Courthouse)	
IP 4	No. 1 McElwain Tce.	Building and boundary
IP 5	No. 2 McElwain Tce.	buildings
IP 6	No. 3 McElwain Tce.	House and gate
IP 7	No. 4 McElwain Tce.	Buildings
IP 8	No. 5 McElwain Tce.	Building
IP 9	No. 6 McElwain Tce.	Building
IP 10	The Rockingham Hotel, Edward St.	Building
IP 11	The Barracks Chapel, Main St.	Building
IP 12	Barrack wall and arch, Ryston corner, Athgarvan Rd.	Building
IP 13	Convent Building, Naas Rd.	building
IP 14	One (north) of pair of single storey semi-detached houses, at the corner of Dominic Place. and Canning Place	Building
IP 15	One (south) of pair of single storey semi-detached houses, at the corner of Foster Place. and Canning Place	Building
IP 16	Bank of Ireland, Main St.	Building
IP 17	Red brick house, Georges St., dated 1879	Building
IP 18	Two storey building on corner of Eyre St. and Charlotte St. (formerly a house, now offices)	Building
IP 19	McCabes shop front, Edward St.	Building
IP 20	1 Annefield Terrace, Henry St	Building
IP 21	2 Annefield Terrace, Henry St	Building
IP 22	3 Annefield Terrace, Henry St	Bridge
IP 23	4 Annefield Terrace, Henry St	Building
IP 24	5 Annefield Terrace, Henry St	Building
IP 25	6 Annefield Terrace, Henry St	Building
IP 26	7 Annefield Terrace, Henry St	Building
IP 27	8 Annefield Terrace, Henry St	Building
IP 28	9 Annefield Terrace, Henry St	Building
IP 29	Railway station buildings	Building
IP 30	Bord Na Mona Offices, Main St.	Building
IP 31	No Listing (Ives Shop Front)	
IP 32	Moorfield Cottage, Edward St.	building
IP 33	Moorfield Villa, Edward St.	building
IP 34	Newbridge College, administration block	building
IP 35	Newbridge College, senior block	building
IP 36	Newbridge, school block	building
IP 37	No. 4 Georges St., (corner of George's St. and George's Lane)	building
IP 38	P Flanagan, (pub) Eyre St.	building
IP 39	Red brick building next to Bank of Ireland, Charlotte St.	building
IP 40	Royal Liver Assurance building, Charlotte St.	building
IP 41	House and shopfront, corner of Eyre St. and John St.	building
IP 42	No. 8 Eyre St (north side of street)	building
IP 43	No. 9 Eyre St. (north side of street)	building
IP 44	Two storey yellow brick house with red brick dressings, Eyre St.	building
IP 45	Library building, Athgarvan Rd.	building

Table 3.2 Protected Structures

3.11.2 Protected Views and Prospects

O3.11.2a It is an objective of the Council to protect views and prospects of the Liffey from all locations.

O3.11.2b It is an objective of the Council to preserve views and prospects forming the settings and environs of all protected structures

3.11.3 Tree Protection Orders

O3.11.3 It is an objective of the Council to protect, by way of tree protection orders, trees and groups of trees of special amenity value at the following locations;

- a) trees in convent ground, Dublin Rd.
- b) trees in the grounds of Oldconnell stud farm, opposite Wyeth, on Dublin Rd.
- c) Copper beech tree in grounds of Catholic Church
- d) Trees in grounds of Sundai School, Green Rd.
- e) Two trees on eastern side of Green Rd. beside red brick dwelling with Mansard roof.
- f) Trees in grounds of Lumville House
- g) Trees along southern side of R445 north of Ballymany interchange
- h) Trees on opposite St. Patrick's school
- i) Trees in grounds of house immediately to the north of St. Patrick's school
- j) 14 Trees in grounds of second house immediately to the north of St. Patrick's school
- k) Trees in grounds of house immediately to the south of St. Patrick's school
- l) Trees in grounds of Morristownbiller House
- m) 8 trees in open area beside Tesco and Moorefield Park
- n) trees in the open space area behind the health centre fronting College Park
- o) Trees in the grounds of 'the grange' housing estate
- p) Trees in the grounds of Newbridge College
- q) Trees in the park along the east bank of the Liffey
- r) Chestnut trees at Moore Park

3.11.4 Archaeology

O3.11.4(a) It is an objective of the Council to protect the town's archaeological heritage in the vicinity of sites listed on the Sites and Monuments Record.

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

The Council is aware that the historic settlement of Newbridge originated with an Abbey at Great Connell and a nearby crossing of the River Liffey and any development proposals on adjacent lands will be subject to detailed archaeological surveys. The Council will seek to facilitate the provision of the Great Connell Abbey walking route from Walshestown Cross to Great Connell Abbey.

O3.11.5(b) It is an objective of the Council to protect this area and encourage further research by Dúchas or other appropriate body.

O3.11.5(c) It is an objective of the Council to protect the Great Connell Ford, together with its right of way and also to protect Hurley's Motte at Old Connell stud.

4.0 DEVELOPMENT CONTROL

4.0 General

- 4.0. The planning authority is required under the Planning and Development Act 2000 to control development, ensuring that permissions granted under the act are in accordance with the proper planning and development of the area and are consistent with the policies and objectives of the development plan. The Droichead Nua Local Area Plan is the statutory development plan regulating land use, development and conservation in the town of Droichead Nua.

The purpose of this section of the plan is to ensure that a high standard of design, layout and function for all new development, to conserve what is good in the existing built and natural environment, and to protect the amenities of the town.

The Council will exercise development control in a positive manner, having regard to the provisions of the Planning and Development Act 2000, and in accordance with the proper planning and sustainable development of the town.

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

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

In cases where development has commenced or is being carried out without planning permission or in breach of a permission, the Council will take enforcement action. The developer is obliged to comply with all conditions attached to a planning permission and if conditions are stated to be carried out prior to the commencement of development, the developer shall comply with same.

4.1 Development Standards

4.1.1 Zoning

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

4.1.2 Site Coverage

Site coverage standards are intended to avoid the adverse effects of over development. Site coverage is calculated by dividing the total area of ground covered by buildings by the total ground area within the site curtilage. The maximum site coverage shall be 50% for residential development and 66% for industrial, retail and commercial development. Within the Town Centre Zone, the maximum site coverage shall be 80% for all development.

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

4.1.3 Plot Ratio

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

Plot ratio is the gross building floor area divided by the gross site area. The gross floor area is the sum of all floor space within the external walls of the buildings, excluding plant, tank rooms and car parking areas. The gross site area is all land within the curtilage of the site. Generally the maximum plot ratio standard shall be 1.0 for all development. Within the Town Centre the maximum plot ratio shall be 2.0.

4.1.4 Building Lines, Reservations and Setbacks

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

Generally, in determining applications for development works the Council will seek to ensure that development is not carried out in front of established building lines or in a position where it would be in conflict with the building lines determined by the Council to be appropriate for that area.

Maintenance of the traditional street line is of particular importance in the 'Town Centre' area. However, in specific situations, it may not be in the interests of good planning to enforce a rigid standard for building lines. Consequently, the Planning Authority, in the interests of maintaining a good townscape, will examine each application on its own merits.

Generally development on industrially zoned lands should be set back 30m from the nearest residence, so as to protect residential amenity.

In order to protect future residents from potential noise and other pollution no residential development will normally be allowed within 90m of the road fence of motorways or national primary routes. While lands within this reservation may be acceptable as 'kick about' space or playing fields, if appropriately landscaped and with suitable noise attenuation measures, the bulk of public open space for residential development must be provided outside the 90m reservation.

No development will be permitted within 25m north of the line of the existing railway, in order to facilitate the future expansion of services. No entrance will be permitted within 100m of either side of a railway bridge in order to facilitate the upgrading of these bridges.

No development will be permitted within 80m of the banks of the River Liffey in order to facilitate the creation of a riverside linear park.

4.1.5 Building Heights

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

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

4.1.6 Car Parking

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



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

Type of Development	Relevant Car Parking Standards
House and flats (3 bedrooms or less)	1 car spaces per dwelling unit + 1 visitors parking space per 2 dwelling units
Houses (4 bedrooms or more)	2 car spaces per dwelling unit
Shops (< 250 sq. m. gross)	1 car space per 24 sq.m. of gross floorspace
Shops (250 - 1,000 sq. m. gross)	1 car space per 18 sq.m. of gross floorspace
Large stores (> 1,000 sq. m. gross)	1 car space per 12 sq.m. of gross floorspace
Banks, Financial institutions	1 car space per 14 sq. m. of gross floor space
Offices (town centre)	1 car space per 25 sq.m. of gross floorspace
Office Park	1 car space per 20 sq. m. of gross floor space
Industry/manufacturing	1 car space per 33 sq. m. of gross floorspace
Warehousing	1 car space per 100 sq. m. of gross floorspace
Theatre, cinema, church, stadium	1 car space per 3 seats
Hotels, guest houses (excl. function rooms)	1 car space per bedroom
Lounge bars	1 car space per 3.75 sq. m. of public floorspace
Restaurants	1 car space per 4.5 sq. m. of public floorspace
Take-aways	1 car space per 18 sq. m. gross floor area
Function-room, dance halls, clubs	1 car space per 3 sq. m.
Playing fields	15 car spaces per pitch
Primary Schools	6 car space per 5 classrooms
Secondary Schools	2 car spaces per classroom
Nursing homes	1 car space per 2 bedrooms
Hospitals	3 car spaces per 2 beds
Clinics and Group Medical Practices	2 car spaces per consultant

Table 4.1 Car Parking Standards

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

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

In addition to car parking standards sufficient space will be required within the curtilage of the site for all service vehicles involved in the operation of the business or building. The minimum size for a car parking space shall be 2.4 x 4.8m with circulation aisles a minimum 6m wide. Loading bays shall be a minimum 3 x 6m.

Where the provision of car parking is required by this plan, such provision may be met by providing the required spaces within the development or, where the Council requires, by a contribution in accordance with the powers contained in the Planning and Development Act 2000. Credit will be given for existing authorised use in calculating the above standards.

4.1.7 Parking for the Disabled

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

4.1.8 Drainage

Developers will be required to provide efficient systems of drainage with separate surface water drains. On site attenuation of surface water may be required if, in the opinion of the Council, there is a risk of the development causing flooding or significant damage due to storm surges in existing water courses.

4.1.9 Bicycle Parking

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

The planning authority will also encourage the provision and enhancement of cycle parking facilities where possible at the railway station, public buildings, retail centres and leisure facilities.

Table 4.2 Bicycle Parking Standards

Type of Development	Relevant Cycle Parking Standards
House and flats	1 stand per dwelling
Student Residences	1 stand per bedroom
Shops	1 stand for every 200 sq.m. of gross floorspace
Supermarkets and large stores	1 stand for every 200 sq.m. of gross floorspace
Offices	1 stand for every 200 sq.m. of gross floorspace
Industry	1 stand for every 200 sq.m. of gross floorspace
Warehousing	1 stand for every 250 sq.m. of gross floorspace
Theatre, cinema, church, stadium	1 stand for every 20 seats
Hotels, guest houses	1 stand per 4 bedrooms
Lounge bars	1 stand for every 30 sq.m. of public floorspace
Restaurants	1 stand for every 30 sq.m. of public floorspace
Function-room, dance halls, clubs	1 stand for every 30 sq.m.
Playing fields	4 stands per pitch
Schools	1 stand per 10 pupils
Nursing homes	1 stand per 8 members of staff

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

4.1.10 Public Utilities

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

4.1.11 Environment

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

4.1.12 Noise

The Council will seek to ensure that new development does not cause an unacceptable increase in the noise levels affecting surrounding properties and that new development, in turn, will not suffer from unacceptably high noise levels. Generally noise levels should not exceed 68dB (A) 1m outside the most exposed window of any residential unit.

4.1.13 Access for Disabled Persons

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

4.1.14 Access to Land

It is the policy of the planning authority to ensure that no development takes place that will prejudice the provision of vehicular and pedestrian access to undeveloped zoned lands. In particular access to the public road within 100m of a railway bridge will be restricted.

4.2 Residential Design Standards

4.2.1 Residential Density

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

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

Higher residential densities than have traditionally been allowed in recent years are considered appropriate in areas such as brownfield sites, sites in proximity to town centres and public transport nodes, in the interest of providing a more sustainable residential development pattern. The Council will regulate residential density as appropriate, in accordance with these guidelines.

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

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

Where a development consists of a mix of different house types, as preferred by the planning authority, densities should be calculated on a *pro-rata* basis. Thus for example a housing development on 2 acres may consist of 7 terraced houses, 10 semi-detached and 4 detached houses. These standards may be altered in the light of planning advice and guidance from the Dept. of the Environment and Local Government and revised legislation.

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

Table 4.3 Indicative Residential Densities per acre

	residential density per acre
2 storey buildings of apartments ¹	24 dwelling units
3 storey buildings of apartments/duplexes ²	33 dwelling units
Terraced housing and maisonettes	14 dwelling units
Semi-detached Housing	10 dwelling units
detached housing	8 dwelling units

Larger residential development proposals (generally 75 units or more) should be presented in the context of Action Area Plans, in accordance with par. 2.1.3 of this plan.

4.2.2 Design of Layouts

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

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

- The need for land to be used economically;
- The capacity of the infrastructure to cater for the design population;
- The adequacy of present and future community facilities;
- Appropriate density (minimum or maximum);
- Adequate privacy for individual houses, flats etc.;
- The safety of proposed layouts and the capacity of existing roads to absorb future development;
- Adequate provision for car parking, open space, landscaping and planting; and
- Integration with existing development and the preservation of features on site.

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

The Council encourages a mix of residence sizes and layouts. Apartments, maisonettes, terraced housing, detached and semi-detached housing can be combined to create interesting and innovative layouts while at the same time ensuring the most efficient use is made of the land available.

Three storey apartment or maisonette development may give a more appropriate scale fronting on to large open spaces or wide distributor roads, while more intimate spaces

¹ Generally apartments are only acceptable within the town centre zone

² For the purpose of this plan a house and a maisonette is defined as a dwelling with its own external access while an apartment, flat or duplex is a dwelling accessed from an internal lobby or hallway.

can be created with traditional two storey houses developed in clusters to the rear. Generally however apartments, or retail developments with apartments above, should be located in the town centre zone.

Terraced housing can create a stronger sense of enclosure than semi-detached or detached houses. The judicious siting of single aspect housing, where the private open space to the front of the house is minimal, can reduce the apparent width of the roadway, again helping to define and enclose a semi-private space and acting as a traffic calming measure.

Housing schemes designed in accordance with An Foras Forbatha's Streets for Living' (1976), Places, Streets and Movement (DETR, London, 1998) the 'Essex' and 'Cheshire' design guides (published by the eponymous English County Councils) shall be particularly encouraged. The Planning Authority will give advice to estate designers and builders and may permit a higher density where 'courtyard' or 'precinct' type layouts are proposed.

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

Developer's attention is drawn to the recommended standards of the *Childcare Facilities; Consultation Draft of Guidelines for Planning Authorities* (and as subsequently amended) issued by the Department of Environment and Local Government, to which the planning authority will have regard.

4.2.3 Road Layouts in Residential Areas

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

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

Distributor roads must be not less than 7.3m.

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

As it is intended to establish an urban bus service to serve the town in the future, residential developments should be designed from the outset with this service in mind. Generally the bus service will run along distributor roads. Appropriate locations for bus stops should be designed into the road from the outset. Bus stops should be located and designed to ensure that;

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- Residents will find them convenient and safe to use (usually near road junctions, convenience stores, grouped with public telephones and post boxes, with shelter provided from wind and rain, good street lighting and where they can be overlooked by dwelling windows and passers by),
 - Bus drivers will find them convenient to use (usually at straight stretches of kerb and in places where parked cars will not prevent buses from approaching and departing in a straight line. Lay-bys are not appropriate),
 - The least possible nuisance is created for residents living in nearby houses,
 - The overall visual character of the road is enhanced.

Pedestrian routes through the housing estate should be designed for convenient access to bus stops. Generally the maximum possible number of dwellings should be within 250m of a bus stop. Convenient access to public transport will be taken into account when considering whether higher residential densities are appropriate.

4.2.4 Car Parking in Residential Areas

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

4.2.5 Sub-Standard Development

While the Council encourages the development of infill housing it believes that such development often calls for exceptional design skill. Sub-standard development which leads to the loss of amenity of neighbouring dwellings through overshadowing, overlooking or noise will not be acceptable. Development that is out of character, is poorly designed, creates a traffic hazard or leads to congestion in the area will not be acceptable.

4.2.6 Pedestrian and Cycle Access

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

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

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

4.2.7 Private Open Space

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

An absolute minimum private open space of 55m. sq. will be required for all houses. The standards to be applied for private open space provision per bed-space³ are 16 sq. m. for houses and 10 sq. m. for apartments and flats. (Thus a standard 3 bedroom house, with one single bedroom and two double bedrooms, would require private open space of not less than 80 m. sq.). In addition a minimum of 22m will normally be required between directly opposing rear first floor windows. A minimum of 2.5m should be provided between dwellings to allow access for maintenance

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

4.2.8 Public Open Space and Landscape Considerations

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

Open spaces should be provided on a hierarchical system with areas intended for small children sited within sight of their homes and larger 'kick about' areas more remote from houses. Attention must be paid to the proportions and gradient of open space. Long narrow spaces and steeply sloping land will generally be unacceptable.

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

Generally public open space in new residential development, in access of private space attached to dwellings, shall be provided at the rate of 12 sq. m. per bed-space for houses and 10 sq. m. per bed-space for apartments.

Where, in the opinion of the Planning Authority, it would not be in the interests of the proper planning and sustainable development of the area to require the provision of open space to the above standards, the Planning Authority may require a developer to pay a stated sum of money towards the cost of providing open spaces and/or recreational facilities elsewhere in the town. Thus, in areas close to existing or proposed public amenity/open space areas (within 200m) and in the town centre, the developer may be required to contribute towards the cost of recreational facilities elsewhere in the town, rather than provide additional open space in the immediate vicinity. Such a requirement will be in the form of a condition attached to the grant of planning permission.

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

³ A bedroom of not more than 10 sq. m is considered to be one bed-space while a bedroom of 10 sq. m. or above is considered to be two bed-spaces.

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

The landscaping should be appropriate to the function of the space and proposed long term maintenance plan. Thus, while seeding with grass may be appropriate for larger 'kick about spaces', grass requires high maintenance. Tree and shrub planting, or decorative paving, are lower maintenance alternatives which may be more appropriate in smaller and highly trafficked spaces.

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

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

4.2.9 Apartment Developments

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

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

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

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

The Council requires that an adequate level of private and public open space be provided for residents (see par. 4.2.8). Where it is not possible to provide an adequate level of open space on the site of the apartment block the developer will be required to make a contribution to the Council towards the provision of public open space that facilitates the occupants of the apartments.

The extent of apartment development on any site must have regard to the location and character of the site.

4.2.10 Infill Development

Infill development policies apply to areas that are largely built up and where the proposal is not of such a scale that it represents a major addition to, or redevelopment of, the existing physical fabric. The design of new development in these areas must be in

sympathy with the existing character and must protect amenity. Proposed development must have regard to the surrounding environment and predominant design features, the existing residential density and the existence of particular elements such as groups of trees, listed buildings or open spaces.

It is an objective to seek to provide public open space to Development Plan standards in infill areas. However where this is not possible or desirable, the Council may require a financial contribution towards the improvement of existing open space or recreational facilities.

4.2.11 Street Lighting

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

4.2.12 Road Names

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

4.2.13 Standards of Construction

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

4.2.14 Services

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

All services must be a minimum 300mm below ground level under grass verges and 600mm below roads, footpaths and other paved areas. Water services must be a minimum 600mm below ground level in all cases. Landscape features and utilities should be co-ordinated, with services bunched where necessary, to avoid tree pits.

4.3 Retail Development

4.3.1 Shopping Centres

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

Generally shopping centres should be located in areas zoned Town Centre and should incorporate other uses so as to maintain activity outside normal shopping hours. Consideration must be given to the integration of the building into the surrounding townscape and the landscaping of the site. The design of the centre should ensure that the site is not dominated by car parking.

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

Shopping centres should provide recycling facilities and secure bicycle parking.

4.3.2 Petrol Filling Stations

Petrol filling stations must be located on the outskirts of the town but inside the 30mph or 40 mph speed limits. The preferred location is the near side of the roadway on the way out of town.

Filling stations will not be allowed in open country, within the town boundary. Access to/from the proposed filling station must be in accordance with the Council's requirements, relating to each site.

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

4.3.3 Gaming and Amusement Arcades

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

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

4.3.4 Hot Food Take-Aways

Hot food take-aways will only be permitted where they do not interfere with the amenity of other businesses and neighbouring residences. In this regard potential smell, late night noise and potential litter will be taken into consideration. Restrictions on opening times may be attached as conditions to a grant of planning permission.

4.3.5 Shop Front Design Standards

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

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

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

The use of external roller shutters and the permanent removal of shop fronts leaving the shop open to the pavement, are unacceptable. Security shutters should be mounted behind the window glazing, be of the open grill type and coloured to blend with the

overall shop front. Alternatives to roller shutters, such as removable timber shutters or open grilles are preferred.

Externally mounted loudspeakers are unacceptable.

Internally lit neon signs, flashing, reflectorised or glitter type signs located on or visible from the exterior are unacceptable.

Signs and advertising of excessive size or number, or projecting above the parapet/eaves height or outside the bulk of the building are unacceptable.

Where brand or corporate signage is permitted it will be expected to be in a form and design which is compatible with the streetscape. Compatibility with the streetscape and individual buildings will be considered more important than the uniformity between branches of a company.

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

4.4 Advertising and Signage

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

4.4.1 Location of Advertising

The Council is opposed to advertisements in residential areas, on or near buildings of architectural or historical importance, adjacent to amenity and recreational areas. As advertising is an accepted part of commercial and shopping activity, appropriate levels and types of it will generally be allowed on commercial buildings and shops. Control will be exercised to prevent clutter in any location and to limit the size and number of signs on any building.

4.4.2 Design of Advertising

The Council will seek to avoid a proliferation of advertisements in the town. Proposals for signs and advertising structures should:

- be in scale and harmony with the surrounding environment;
- not interfere with the safety and free flow of traffic;
- not obscure traffic signs;
- not impair the amenities of the area;
- not interfere with windows or other features of a building façade; and
- not project or obtrude, in whole or part, above the eaves of the building or skyline.

4.4.3 Temporary and Free Standing Advertisements

Free-standing advertising structures, such as sandwich boards, which require a license under Section 254 of the Planning and Development Act 2000, will not be allowed on footpaths or in pedestrian areas where they have the potential to cause an obstruction and may be a hindrance, particularly to disabled persons. Temporary advertisements may be permitted in certain positions and in greater numbers than would be acceptable on a permanent basis. Where locations are considered suitable, advertising panels may be permitted on builder's hoardings for a specified period. As a general principle the

planning authority has a clear preference for smaller sized and vertical proportioned advertising panels.

4.5 Telecommunications Masts and Satellite Dishes

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

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

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

4.6 Environmental Impact Assessments

The Council will operate the provisions of the European Communities (Environmental Impact Assessment), Regulations 97/11/EC of 1997 and the Planning and Development Act 2000, EIS Amendment Regulations SI No 93 of 1999 and as subsequently amended. All developments to which these regulations apply, including proposed public authority projects, will be required to submit detailed Environmental Impact Statements as part of the planning approval process.

4.7 Care for People with Disabilities

In addition to the obligation to provide for the needs of people with disabilities contained in the Building Regulations the Council shall require all public footpaths and pedestrian links to be accessible to people with disabilities. Street furniture shall be placed in such locations as to not impede wheelchairs, prams and buggies. Footpaths must be dished and marked by stippled paving at crossing points. The requirements of the physically and sensory disabled shall be taken into account in the design and construction of roads and footpaths.

4.8 Development Contributions and Cash Deposits

4.8.1 Development Contributions

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

4.8.2 Cash Deposits and Bonds

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

4.9 Planning Advice and Guidance

4.9.1 Planning Clinics

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

4.9.2 Publication of Guidance

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

4.9.3 Co-operation with Voluntary Bodies.

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

5.0 Likely Significant Effects on the Environment of Implementing the Policies of this Plan



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Policy Ref.	Topic	Human Belongs	Flora	Fauna	Soil	Water	Air	Climate	Landscape and Visual Appraisal	Material Assets	Cultural Heritage	Interaction of Foreign Cultural Heritage	Comments
2.1	Housing	☺	-	-	-	-	-	-	?	?	-	-	Policies on housing are generally unlikely to have significant impacts on the environment. The visual impact of the housing will depend on the quality of the design while development remote from public transport will generate traffic.
2.2	Industry and Enterprise	-	-	-	-	-	-	-	?	☺	-	-	Lands zoned for employment/industry are generally located close to the national road network, contiguous to existing industrial development and with minimal interface with residential development and environmentally sensitive areas.
2.3	Education, Cultural and Community Facilities	☺	-	-	-	-	-	-	-	☺	-	-	Policies on community services are unlikely to have significant impacts on the environment.
2.4	Public Utilities	☺	☺	☺	☺	☺	-	-	-	☺	-	☺	The upgrading of sanitary services will reduce discharges to the River Liffey and groundwater.
2.5	Transportation	☺	-	-	-	-	☺	-	?	☺	-	-	The promotion of walking, cycling and public transport is intended to lead to a reduction in car dependency. The upgrading of the rail and bus systems will reduce reliance on the private car. The development of the proposed road network will relieve traffic congestion in the town centre, reduce journey times and improve safety. The construction of new bridges over the Liffey may impact on some views of the river and some protected structures. They may also open up more views.
2.6	Open Space, Recreation and Amenity	☺	-	-	-	-	-	-	☺	☺	☺	☺	Policies on open space and recreation are intended to maximize use of and protect from development important natural assets such as the Liffey.
2.7	Town Centre	☺	☺	☺	☺	☺	☺	☺	☺	☺	☺	☺	Policies on the town center are intended to ensure the town centre develops in an orderly and attractive manner, maximizing the use of land in the town centre
2.8	Environment and Conservation	☺	-	-	-	-	-	-	☺	☺	☺	☺	Policies on the protection of the built and natural environment embrace archaeology, views and prospects, trees and hedgerows and protected structures and are designed to protect Droichead Nua's heritage.
2.9	Lands North of the railway	☺	-	-	-	-	-	-	?	☺	-	-	The requirement to draw up an Action Area Plan before zoning these lands is intended to ensure that they are suitable for development and if they are, that they will be developed in an orderly manner. The protection of Pollardstown Fen and maximizing the utility of lands close to the railway station will be major considerations.

Table 5.1 Likely Significant Impact on the Environment of implementing the policies of the plan: ☺ = positive, X = negative, - = neutral or insignificant, ? = uncertain





**KILDARE
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NEWBRIDGE LOCAL AREA PLAN 2003

- A: Town Centre
- B: Existing Residential
- C: New Residential
- D: Low Density Residential
- E: Institutional & Educational
- F: Open Space & Amenity
- G: Neighbourhood Centre
- H: Industrial & Warehousing
- I: Agricultural
- J: Transport and Utilities
- K: Equine Enterprises
- L: Stadium and Compatible Uses
- Tree Protection Order Objective
- Protected Structure Objective
- New Roads Objective
- Existing Roads
- Cycletrack Objective
- Action Area Plan/Masterplan Objective
- Approx. Line of Setback of Residential Development
- Distance from Town Centre
- Distance from Railway Station
- Area of Archaeological Interest
- NHA, SAC - Site Code 00J96 - Polardstown Fen



Note: Road, cycle and foot path locations are indicative only
To be read in conjunction with written statement
Map No. 1 October 2003 Scale 1:10,000

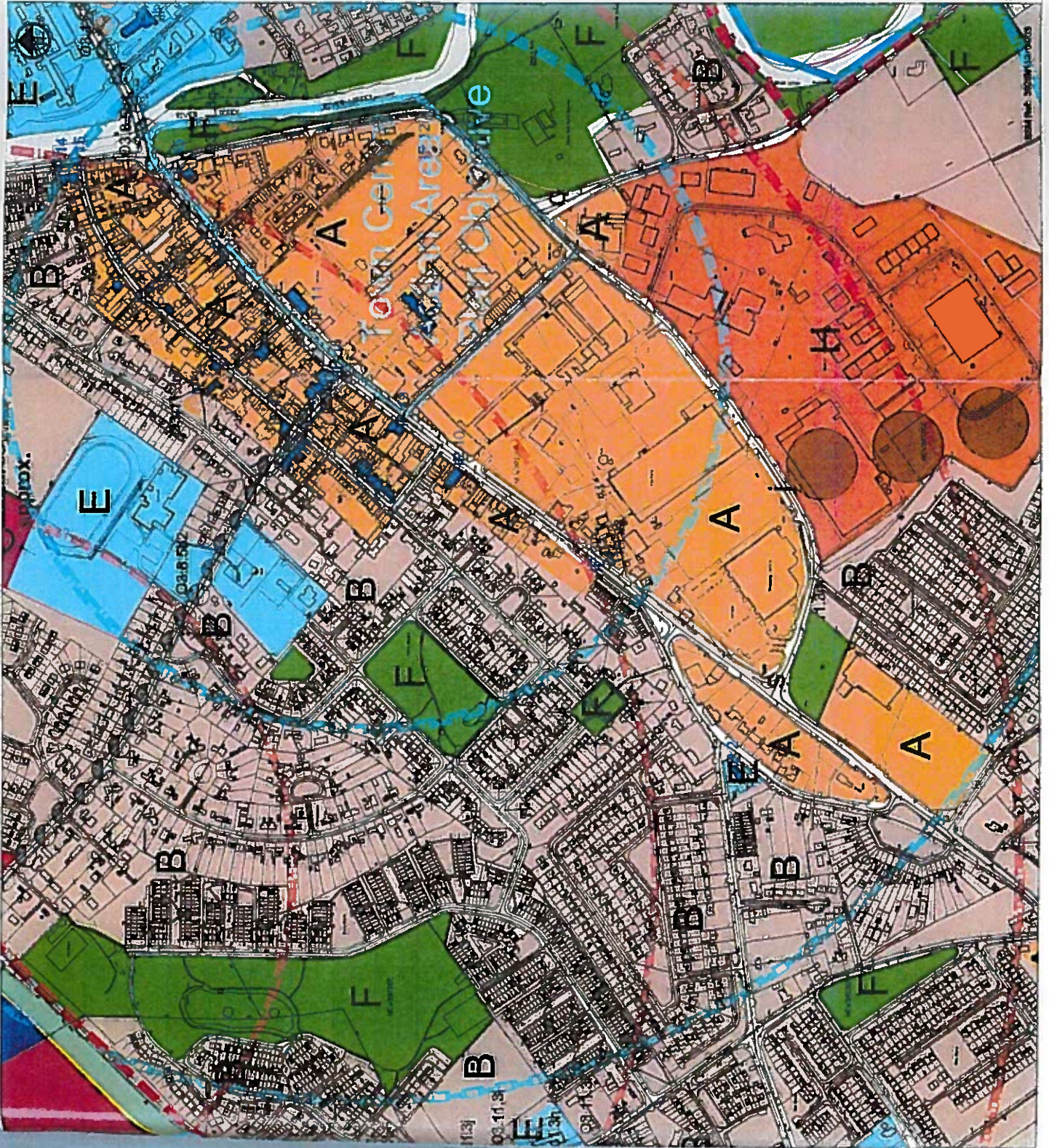


KILDARE
COUNTY
COUNCIL

NEWBRIDGE LOCAL AREA PLAN 2003

(TOWN CENTRE)

- A: Town Centre
- B: Existing Residential/Infill
- C: New Residential
- D: Low Density Residential
- E: Institutional & Educational
- F: Open Space & Amenity
- G: Neighbourhood Centre
- H: Industrial & Warehousing
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- Tree Protection Order Objective
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- New Roads Objective
- Existing Roads
- Cycletrack Objective
- Action Area Plan/Masterplan Objective
- Approx. Line of Setback of Residential Development
- Distance from Town Centre
- Distance from Railway Station
- Area of Archaeological Interest
- NHA, SAC - Site Code 00396 - Pollardstown Fen



Note: Road, cycle and foot path locations are indicative only
To be read in conjunction with written statement
Map No. 1 October 2003 NTS

