



# **Sallins Local Area Plan 2001**

December 24th 2001

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

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# TABLE OF CONTENTS

<b>1.0</b>	<b>INTRODUCTION</b>	<b>1</b>
1.1	Purpose of Plan	2
1.2	Planning Area	2
1.3	Review of Sallins Development Plan	2
1.4	Regional Context	3
1.5	Sustainable Development	3
1.6	Social Exclusion	3
1.7	Location	3
1.8	Town Function and Role	3
1.9	Population	4
1.10	Population Projections	4
1.11	Historic Development and Urban Form	4
1.12	Development Vision	5
<b>2.0</b>	<b>DEVELOPMENT POLICY</b>	<b>7</b>
2.1	Housing Policy	8
2.1.1	Social and Affordable Housing	8
2.1.2	Accommodation of the Travelling Community	8
2.1.3	Residential Densities	8
2.1.4	Temporary Dwellings and Caravans	9
2.2	Industry and Enterprise Policy	9
2.2.1	Employment	9
2.2.2	Industrial Policy	9
2.2.3	Retail Policy	9
2.3	Education, Cultural and Community Facilities Policies	10
2.3.1	Community Facilities	10
2.3.2	Creche and Playgroup Facilities	10
2.3.3	Schools	11
2.3.4	Places of Worship	11
2.3.5	Library Facilities	11
2.3.6	Health Services	11
2.3.7	Fire Service	11
2.4	Public Utilities Policies	11
2.4.1	Water Supply	11
2.4.2	Sewerage	11
2.4.3	Surface Water Drainage	12
2.4.4	Solid Waste Disposal	12
2.4.5	Electricity and Telecommunications	12
2.5	Transportation Policy	12
2.5.1	Access to and from Sallins	12
2.5.2	Access around the town	13
2.5.3	Parking and Loading	13
2.5.4	Cycleways and Pedestrian Routes	13
2.6	Open Space, Recreation and Amenity Policies	14
2.6.1	Recreation Facilities	14
2.6.2	Provision of Open Space	14
2.6.3	Provision of Playgrounds	14
2.6.4	Protection of Existing Open Space	14
2.6.5	Protection and Development of the Grand Canal	15

2.7	Town Centre Policies	15
2.7.1	General	15
2.7.2	Obsolescence, Dereliction and Areas in Transition	15
2.8	Environment and Conservation Policies	15
2.8.1	Buildings and Structures	16
2.8.2	Views and Prospects	16
2.8.3	Pollution	16
2.8.4	Trees and hedgerows	17
2.8.5	Control of Litter	17
2.8.6	Archaeology	17
3.0	DEVELOPMENT OBJECTIVES	18
3.1	Land-Use Zoning	19
3.1.1	Permitted in Principal	19
3.1.2	Open for Consideration	19
3.1.3	Not Permitted	19
3.1.4	Other Uses	19
3.1.5	Non-Conforming Uses	19
3.1.6	Transitional Areas	19
3.2	Use Zoning Objectives	20
3.2.1	Zoning Objective A, Town Centre	20
3.2.2	Zoning Objective B, Existing Residential/Infill	20
3.2.3	Zoning Objective C, New Residential	20
3.2.4	Zoning Objective D, Office, Light Industry and Warehousing	20
3.2.5	Zoning Objective E, Open Space and Amenity	22
3.2.6	Zoning Objective F, Transport and Utilities	21
3.2.7	Zoning Objective G, Agricultural	21
	Use Zoning Matrix	22
3.3	Specific Objectives	23
3.4	Housing and Residential Objectives	23
3.5	Industry and Commercial Objectives	24
3.5.1	Retail Objectives	24
3.6	Education, Cultural and Community Objectives	24
3.6.1	Education	24
3.6.2	Health Services	24
3.6.2	Fire Service	24
3.6.3	Library Service	24
3.7	Utility Services Objectives	25
3.7.1	Water Supply	25
3.7.2	Sanitary Services	25
3.7.3	Solid Waste and Recycling	25
3.8	Transportation Objectives	25
3.8.1	Roads and Streets	25
3.8.2	Pedestrians	26
3.8.3	Traffic and Parking	26
3.8.4	Public Transport	26
3.8.5	Cycling	27
3.9	Open Space, Recreation and Amenity Objectives	27

3.10	Town Centre Objectives	27
3.11	Environment and Conservation Objectives	28
3.11.1	Protected Structures	28
3.11.2	Protected Views and Prospects	29
3.11.3	Tree Protection Orders	29
3.11.4	Archaeology	29
4.0	<b>DEVELOPMENT CONTROL</b>	<b>30</b>
4.0	General	31
4.1	Development Standards	31
4.1.1	Zoning	31
4.1.2	Site Coverage	31
4.1.3	Plot Ratio	32
4.1.4	Building Lines	32
4.1.5	Building Heights	32
4.1.6	Car Parking	32
4.1.7	Car parking for the Disabled	33
4.1.8	Drainage	33
4.1.9	Bicycle Parking	33
4.1.10	Public Utilities	34
4.1.11	Environment	34
4.1.12	Noise	34
4.1.13	Access for Disabled Persons	34
4.1.14	Access to Land	34
4.1.15	Railway Reservation	35
4.2	Residential Design Standards	35
4.2.1	Residential Density	35
4.2.2	Design of Layouts	35
4.2.3	Road Layouts in Residential Areas	37
4.2.4	Car Parking in Residential Areas	37
4.2.5	Sub-standard Development	37
4.2.6	Pedestrian and Cycle Access	37
4.2.7	Private Open Space	38
4.2.8	Public Open Space and Landscape	38
4.2.9	Apartment Developments	39
4.2.10	Infill Development	40
4.2.11	Street Lighting	40
4.2.12	Road Names	40
4.2.13	Standards of Construction	40
4.2.14	Services	40
4.3	Retail Development	41
4.3.1	Shopping Centers	41
4.3.2	Petrol Filling Stations	41
4.3.3	Gaming and Amusement Arcades	41
4.3.4	Hot Food Take Aways	41
4.3.5	Shop Front Design Standards	41
4.4	Advertising and Signage	42
4.4.1	Location of Advertising	42
4.4.2	Design of Advertising	42
4.4.3	Temporary and Free Standing Advertisements	42
4.5	Telecommunication Masts and Satellite Dishes	43

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4.6	Environmental Impact Assessments	43
4.7	Care for People with Disabilities	43
4.8	Development Contributions and Cash Deposits	43
4.8.1	Development Contributions	43
4.8.2	Cash Deposits and Bonds	44
4.9	Planning Advice and Guidance	44
4.9.1	Planning Clinics	44
4.9.2	Publication of Guidance	44
4.9.3	Co-operation with Voluntary Bodies	44
5.0	Likely Significant Effects on the Environment of Implementing the Plan	45

**APPENDIX 1        MAPS**

**APPENDIX 2        DISTRIBUTOR ROAD DESIGN STANDARDS**

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# 1. INTRODUCTION

## 1.1 Purpose of Plan

The aim of the Sallins Local Area Plan 2001 is to establish a framework for the planned, co-ordinated and sustainable development of Sallins 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 may 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.

The Sallins Local Area Plan consists of this Written Statement and attached Maps. 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 Maps should any discrepancy arise between them. The period of this plan shall be taken as being six years from the date the plan was made 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. At this time a town development boundary was established by the Council, subsequently reviewed in the Sallins Development Plan 1996.

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 2001 Development Boundary, as shown on the attached maps.

## 1.3 Review of 1996 Sallins Plan

Sallins has seen a considerable amount of development in recent years as it has emerged as a commuter town for Dublin. By the end of 2001 it is expected that the population will be double that of 1996.

The attractiveness of Sallins as a residential location is expected to further increase as the rail service is improved. Almost all the lands the lands zoned for residential development in the 1996 plan have been developed or are committed for development. However there has been relatively little investment in new retail, commercial or recreational facilities.

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## 1.4 Regional Context

Sallins is located within the Mid-East Region and was identified in the *Strategic Planning Guidelines for the Greater Dublin Area* as being within the Naas/New Bridge/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. Sallins railway station also serves Naas and the Millennium Business Park currently under construction.

Sallins is located within the area covered by the Dublin Transportation Initiative and consequently benefits from the activities of the Dublin Transportation Office.

## 1.5 Sustainable Development

The principles of sustainable development, as set out in the document *"Sustainable Development – A Strategy for Ireland"* published in 1997, have been adopted by the Government. Kildare County Council, through the *Sallins Local Area Plan 2001*, seeks to support this strategy. The Council will seek to integrate its land-use planning with strategic economic, social and transportation planning.

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

## 1.6 Social Exclusion

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

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

## 1.7 Location

Sallins is located on the Grand Canal, 32km from Dublin, 5 km north of Naas on the R407 Regional route linking Naas with Clane and Kilcock. The town is separated from Naas by the M7.

## 1.8 Town Function and Role

The town is primarily a residential centre with a railway station serving Naas and surrounding areas.



## 1.9 Population

In 1996 the town of Sallins had a population of 854 persons. A more detailed breakdown of the population profile is not available for small areas such as Sallins.

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

	Sallins	Average Annual % rate of Change
1981	817	
1986	774	-1%
1991	783	+1%
1996	854	+1.5%

Source: CSO.

A number of residential developments have been completed in the town since 1996. Estimates based on the number of new dwellings constructed and planning permissions granted since then indicate that there will be approximately 950 households by the end of 2001, suggesting a population of approx. 3,000 persons within the existing town boundary. Thus after years of stagnation the population has grown dramatically over the last 5 years.

## 1.10 Population Projections

The April 2000 Review and Update of the *Strategic Planning Guidelines for the Greater Dublin Area* estimates the population of the Greater Dublin Area, recorded as 1,405,671 in 1996, will be 1,652,710 by 2006 (assuming nil net migration) an increase of 11%.

Given the current high level of in-migration into the Greater Dublin Area in general and County Kildare in particular, it is reasonable to assume that the county will experience population growth of greater than 11% between 1996 and 2006. The *1999 Kildare County Development Plan* estimates the county's population at 155,817 by 2006<sup>1</sup>

Population projections for towns such as Sallins are particularly difficult because of the town's small size. Population growth will primarily depend on the availability of housing, both in Sallins and elsewhere in the greater Dublin area, which in turn will depend on the availability of serviced, zoned lands. Given the excellent road and rail connections Sallins enjoys and its attractive environment the town is likely to continue to be an attractive location for residential development.

The *1999 Kildare County Development Plan* established a target population for Sallins of 3,250 by 2006. This represents a population increase of approx. 400% over the '96 population in ten years.

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## 1.11 Historic Development and Urban Form

Sallins can trace its origins back to the construction of the Grand Canal in 1780. With the development of the railway in the beginning of the 19<sup>th</sup> century the town continued to thrive as a transport centre. With the decline of the canal system and later the railway as transport systems in the 20<sup>th</sup> centuries the town's importance declined. By the late 20<sup>th</sup> century the railway station was almost closed and the town's population

<sup>1</sup> 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.

stagnant. The opening of the Arrow commuter rail service and buoyant property market has brought about a rapid reversal in the town's fortunes.

The town's street pattern reflects its historical development and the natural constraints imposed by the canal and railway line.

## 1.12 Development Vision

The growth Sallins is likely to experience in the near future is both an opportunity and a threat. The danger is that Sallins develops as a suburb of Naas, with the town's own unique character swamped by urban sprawl.

On the other hand, the growth in population may allow Sallins to develop the critical mass needed to sustain a range of economic and social facilities, with its own distinct identity and vibrant economic, social and cultural life. The stagnation and slow decline the town endured over much of the 20<sup>th</sup> century may be reversed.

**The development strategy of Kildare County Council, as set out in this Local Area Plan, is to consolidate Sallins as part of the Naas/New Bridge/Kilcullen growth centre. It is envisaged that Naas will provide most of the higher order retail and employment functions. Sallins will evolve more slowly with a range of employment, recreational, 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 Sallins.**

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

Kildare County Council aims to achieve this by;

- Protecting and further developing the role of the town centre as the focal point for economic, cultural and social activity,
- Protecting and enhancing the unique architectural 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 standards.

A new bypass to the west of the town will allow the town centre to grow in a more balanced manner, refocusing it on its historic core, while ensuring most circulation around the town is by bicycle or on foot.

Within the town centre core, an emphasis will be placed on conservation and the refurbishment of existing structures.

Pedestrian/cycleway links will be focused on connecting residential areas with the town centre, with Naas and with the railway station. Employment and traffic

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generating activity, whether industrial, warehousing or office developments, will be concentrated on the fringes on the town with easy access to the motorway.

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

The plan also conforms with the *Residential Density Guidelines for Local Authorities (1999)* and the *2000 Retail Planning Guidelines*, both issued by the Minister for the Environment and Local Government.

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.

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## **2.0 DEVELOPMENT POLICY**

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## 2.1 Housing Policy

In 1996 there were approx. 185 housing units within the town boundary of Sallins. 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 in order to promote a social and demographic balance within the town.**

### 2.1.1 Social and Affordable Housing

The Council is currently preparing a Housing Strategy for the county, in accordance with its obligations under the 2000 Planning and Development Act. Under part V of this Act the Planning Authority may 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 Housing Strategy.

- 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, including 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 small landbank of approx. 15 acres. It intends to construct xx housing units here.

### 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 28<sup>th</sup> Feb 2000.**

### 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.

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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.

- 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 social facilities and access to public transport easily available to their residents. The availability of such facilities will be a material consideration in all residential planning applications. Proposals for larger residential developments should be made in the context of Action Area Plans where these issues are addressed.

**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      Industry Policy**

Sallins has historically been a transportation hub, centred first on the canal and latterly on the railway. Traditional industries in the town, such as Odlums grain mills and meat processing were based on these transport connections. The relevance of these transportation connections is now redundant and the meat plant closed. The strategic location of the town makes it an ideal location for office based industry and distribution, with easy access to the M7 and Arrow rail service.

- P2.2.1a      It is the policy of the Council to facilitate the development of high quality office based industry, light industry and warehouse/distribution developments at appropriate locations in Sallins.**

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 Sallins.

- P2.2.1b      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.**

**2.2.2      Retail Policy**

Sallins is primarily served by the retail centre of Naas. There has been relatively little recent development of the retail sector as compared to other towns, reflecting its small size and stagnant population growth.

The principal retail centre is Main St. where a range of shops serve the needs of the population.

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- P2.2.2a**      **It is the policy of the Council to seek the strengthening of the retail base of Sallins town centre 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.

- P2.2.2b**      **It is the policy of the Council that future retail development proposals must conform with the requirements set out in this Plan 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 a primary school, community hall 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 and community needs of the population of Sallins.**

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 creches and playschools in residential areas and in workplaces.**

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

- P2.3.2b**      **It is the policy of the Council to permit the conversion of part of existing dwellings to such uses, where the bulk of the building remains in residential use, subject to residential amenity and traffic considerations.**

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

The Council will have regard to the *Childcare Facilities Consultation Draft of Guidelines for Planning Authorities* issued by the Department of the Environment in May 2000 and as subsequently amended.

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### **2.3.3 Schools**

The population of Sallins is served by a primary school, St. Laurence's, with 206 boys and 168 girls on the roll. Secondary school pupils must travel to Naas or Clane.

While primary school accommodation is sufficient to meet existing demand access to secondary schools is inadequate.

**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 Sallins and its environs.**

### **2.3.4 Places of Worship**

Sallins is served by the Church of Our Lady of the Rosary and Guardian Angels on Church Avenue. It is considered to have adequate capacity to meet present and future demand.

### **2.3.5 Library Facilities**

Kildare County Council Library Service operates a mobile library in the town.

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

### **2.3.6 Health Services**

The South Western Area Health Board operates a Health Centre in Naas offering a wide range of services.

### **2.3.7 Fire Service**

Sallins is served by Naas Fire Station. This is considered adequate to serve the needs of Sallins.

## **2.4 Public Utilities Policies**

Kildare County Council, together with other utility companies and authorities, provide important services for residents and enterprises in Sallins. 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**

Sallins is connected to the Naas water supply system by a 300mm ring main from Esmondale. Water supply is adequate to serve the present and future needs of the town.

**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.**

### **2.4.2 Sewerage**

Sallins is served by the Osberstown sewage treatment plant. This plant has adequate capacity to serve the future needs of Sallins.



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- 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 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.

**2.4.4     Solid Waste Disposal**

Refuse collection in Sallins is currently carried out on a weekly basis and disposed of at Silliot Hill landfill.

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 Sallins.

**2.4.5     Electricity 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 telecommunications network in Sallins is being upgraded progressively.

Within the town, phone boxes provides 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 Sallins**

The Council recognises the need to develop an efficient, integrated public and private transport system within the Dublin Metropolitan area. Sallins 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 town is served by the Arrow commuter rail service, Bus Eireann provincial bus service and a private operator connecting Sallins with Naas and Clane. The rail service is currently being upgraded with the doubling of the track capacity enabling Iarnród Eireann to run commuter trains at greater frequency.

A north south bypass of the town is proposed to relieve traffic congestion in the town centre. The Council will continue to monitor both traffic levels after completion of the by-pass. Network and junction improvements and traffic management measures will be undertaken as required.

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

At present the public transport network is primarily 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.

**2.5.2 Access around the town**

Traffic congestion within the town is concentrated on Main St. caused primarily by through traffic from Clane and surrounding areas accessing the M7 motorway. The planned bypass to the west of the town is intended to relieve this situation. The Council will aim to ensure a pleasant and safe environment is maintained as the town expands by creating a network of cycle tracks and footpaths to aid circulation.

**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 and minimise through traffic in residential estates.

**2.5.3 Parking and Loading**

Parking in the town centre is mostly provided on street and is adequate. The Council will consider proposals for additional car parking facilities on suitable sites that would improve the parking problems of Sallins.

**P2.5.3 It is the policy of the Council to review parking requirements in Sallins 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 the railway station and other uses.

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

**2.5.4 Cycleways and Pedestrian Routes**

The Council will seek to establish and provide a network of safe, convenient and pleasant cycle and pedestrian links between the town centre, school, recreational facilities, the railway station, Millennium Park and Naas. 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.**

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## 2.6 Open Space, Recreation and Amenity Policies

### 2.6.1 Recreation Facilities

Sallins has a wide variety of sports and social clubs including thriving GAA and soccer clubs. The Grand Canal and River Liffey nearby provide opportunities for walking, boating and angling.

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

#### P2.6.1 **It is the Policy of the Council to co-operate with sports clubs, schools and community organisations in the provision of sports and recreational facilities to serve the residents of Sallins.**

### 2.6.2 Provision of Open Space

The provision of attractive recreational open space is an essential component of the Council's vision of developing Sallins. 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 has recently approved the establishment of a parks department to develop and maintain public open spaces within the county.

#### P2.6.2 **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.**

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.

### 2.6.3 Provision of Playgrounds

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

### 2.6.4 Protection of Existing Open Space

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.

#### P2.6.4 **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.

### **2.6.5 Protection and Development of the Grand Canal.**

The Grand Canal gives the town its distinctive character. The Council recognises that this asset has tourism and recreational potential as well as being of ecological value and will endeavour to protect and develop it as a recreational amenity.

## **2.7 Town Centre Policies**

**2.7.1** Sallins town centre saw relatively little investment during the 20<sup>th</sup> century. Much of the recent development that has taken place in the town has been in the form of low density housing estates to the north of the historic core.

**P2.7.1 It is the policy of the Council to re-establish 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. 2.2.2). 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.

Given the rapid expansion of the residential base of the town, it is appropriate that the town centre expand to reflect this. A substantial area of land has been zoned for town centre uses. It is envisaged that mixed use buildings, of two to three storeys, with an appropriate urban form, will be developed in this zone.

### **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 Sallins.**

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

## **2.8 Environment and Conservation Policies**

The natural and built environments make vital contributions to the quality of life in Sallins. The Council will also 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 Sallins. 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.

**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.**

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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 Duchas in carrying out an Inventory of Architectural Heritage for Sallins.**

**2.8.2      Views and Prospects**

Sallins contains a number of sites, areas and vantage points from which views over local landmarks, the canal and river networks 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.

**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 Grand Canal and 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.

##### **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.**

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.

##### **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 actively 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 Duchas, prior to any development works close to a scheduled national monument.**

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

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## **3.0 DEVELOPMENT OBJECTIVES**

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## 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 Sallins. 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 1<sup>st</sup> 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.



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

### 3.2.3 Zoning Objective C New Residential Development

#### 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, creche/playschool, clinic/surgery uses, 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. New residential areas 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 Office, Light Industry & Warehousing

#### O3.2.4 To provide for new office, warehousing and light industrial development

This zoning provides for new warehousing and light 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.

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### **3.2.5 Zoning Objective E**

### **Open Space and Amenity**

#### **O3.2.5 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 within the town 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.

### **3.2.6 Zoning Objective F**

### **Transport and Utilities**

#### **O3.2.6 To provide for public transport and other utilities**

This zoning objective provides for the development of the railway station, associated access, car parking and bus stops. Convenience shops, offices, workshops and other uses associated with the railway and other utility services are also acceptable in this zone.

### **3.2.7 Zoning Objective G**

### **Agricultural**

#### **O3.2.1 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 agriculture zone, tourism related projects such as tourist caravan parks or camp sites and amenity uses such as playing fields, or parks.

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

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

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 Ensure a high standard in design, layout, provision of open space and landscaping and variation in house type and size in new residential development,
- 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 Prohibit ribbon development along routes into the town,
- O3.4.5 Encourage the provision of landscaped pedestrian and bicycle links between and within estates and between residential areas the town centre and railway station.
- O3.4.6 Preserve and reinforce existing mature trees and hedgerows in new residential areas,
- O3.4.7 Ensure that infill development is in keeping with existing development in the vicinity in terms of scale, character and finishes.
- O3.4.8 Ensure that all extensions to residential buildings are sympathetic in massing and scale to the existing building,

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

- O3.4.9 Identify and acquire appropriate lands for social housing as necessary,
- O3.4.10 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,
- O3.4.11 Utilise powers conferred on local authorities under Part V of the 2000 Planning and Development Act to ensure appropriate proportions of new housing are made available as social and affordable housing, in accordance with a Housing Strategy to be prepared by Kildare County Council

## 3.5 Industry and Commercial Objectives

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

- O3.5.0a Facilitate the development of office, light 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.
- O3.5.0b Safeguard residential areas and areas of high environmental quality from the adverse effects of industrial development,
- O3.5.0c Ensure that all new industrial and warehousing schemes are appropriately landscaped and screened.

### 3.5.1 Retail Objectives

It is an objective of the Council to;

- O3.5.1a Encourage the upgrading and expansion of existing retail outlets and the development of new outlets in the town centre,
- O3.5.1b Encourage the use of upper floors in retail premises for commercial or residential use,
- O3.5.1c 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

It is an objective of the Council to;

- O3.6.1a 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,
- O3.6.1b Facilitate the development of sports, recreational and cultural facilities for schools in the town.

### 3.6.2 Health Services

It is an objective of the Council to;

- O3.6.2 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

- O3.6.3 It is an objective of the Council to ensure the town has an adequate fire service at all times.

### 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.

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## 3.7 Utility Services Objectives

### 3.7.1 Water Supply

It is an objective of the Council to;

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

### 3.7.2 Sanitary Services

It is an objective of the Council to;

- O3.7.2a Ensure that the necessary drainage facilities to serve the needs of all development are provided,
- O3.7.2b 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,
- O3.7.2c Ensure the changeover from septic tanks to mains connections in all cases where this is feasible,
- O3.7.2d Preserve free from development the way leaves of all public sewers,
- O3.7.2e Maintain and improve existing sewerage services.

### 3.7.3 Solid Waste and Recycling

It is an objective of the Council to;

- O3.7.3a Ensure Sallins has an adequate solid waste collection system,
- O3.7.3b 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,
- O3.7.3c 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,
- O3.7.3d Continue to work with and encourage the local community regarding waste management issues through the KIWI (Kildare Integrated Waste Initiative) programme.

## 3.8 Transportation Objectives

### 3.8.1 Roads and Streets

It is an objective of the Council to;

- O3.8.1a Protect from development routes of future roads listed hereunder and seek their construction;
  - 1 from the Clane Rd. at Eskey House (a) to the Naas Rd. (b).
  - 2 from Main St. (c) to the proposed bypass (d).

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**O3.8.1b** Carry out the following road improvements;

- 1 Realign and improve the Sherlockstown Rd. between Sallins Lodge and the canal bridge, subject to the retention of the tree belt in the grounds of Sallins Lodge.
- 2 Realign and improve the Kerdifstownd rd. between the school and railway bridge
- 3 Carryout traffic calming and junction improvements as required.

**3.8.2 Pedestrian**

It is an objective of the Council to;

**O3.8.2** Provide footpaths and public lighting at the following locations;

- a) From the canal bridge to the town boundary on the Sherlockstown Rd.
- b) From the junction with the proposed bypass on the Clane Rd. to the existing footpath on the Clane Rd.
- c) From the canal bridge to the school on the Kerdiffstown Rd.
- d) Refurbish all footpaths in the town and improve access for the disabled where appropriate.
- e) Ensure all new footpaths are designed and constructed to cater for the needs of people with disabilities,
- f) 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 and encourage the development of adequate parking to serve the railway station south of the station building,
- 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) Provide passive traffic calming measures at appropriate locations as the need arises.
- e) Carry out a traffic management study after the construction of the bypass and carry out its recommendations, subject to compatibility with other policies and objectives of this plan
- f) Ensure adequate car parking spaces are provided in all new development.

**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 an adequate bus service and rail 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.

### **3.8.5 Cycling**

- O3.8.5a** It is an objective of the Council to ensure adequate secure bicycle parking facilities are provided as part of new educational, recreational, retail and commercial developments.
- O3.8.5b** It is an objective of the Council to investigate the feasibility of providing cycle lanes, and seek to provide where possible, at the following locations;
- 1 From the northern junction of the proposed bypass, along the existing Clane-Naas road to the southern junction with the proposed bypass
  - 2 Along the north bank of the canal from the canal bridge, under the proposed bypass, to the Liffey.
  - 3 Along the south bank of the canal from the canal bridge, under the proposed bypass, to Naas and Millennium Park.
  - 4 from north Main St. to the canal.
  - 5 from Main St. (c) to the proposed bypass (d). along the line of the proposed road.

## **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 of the Liffey, the Grand Canal and other recreational areas in the town,
- O3.9.3** Protect the amenity and tourist value of the Liffey and Grand Canal, protect their banks, footpaths and develop walking routes along the Liffey and canal 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.

## **3.10 Town Centre Objectives**

It is an objective of the Council to;

- O3.10.1** preserve the townscape character of the town centre with its pattern of two and three storey buildings with pitched slate roofs.
- O3.10.2** encourage the undergrounding of utility cables in the town centre,
- O3.10.3** seek the removal of unnecessary street furniture and clutter
- O3.10.4** protect street furniture of heritage value
- O3.10.5** strictly control advertising and seek to remove existing established signage which is visually obtrusive or out of scale with the character of the town
- 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 Sallins which are listed in table 3.2 below.

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

**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	Railway station	building
IP 2	Terrace of four three bay single storey cottages west of railway bridge	buildings
IP 3	Pair of two storey houses of rusticated limestone, west of four cottages	buildings
IP 4	Terrace of six railway cottages west of railway bridge	buildings
IP 5	Ward's Shop, Main St.	building
IP 6	Canal bridge	bridge
IP 7	House on corner of Canal View on the north side of canal	Building
IP 8	Three bay two storey houses on the east side of Main St, north of the canal	Building
IP 9	Homefarm House	Building
IP 10	Canal banks, including granite blocks	Canal structure

IP 11	Large 6 bay, two storey house north of canal	Building
IP 12	Large 3 bay, two storey house north of canal	Building
IP 13	Cottage on corner of canal view, Chapel Lane	building
IP 14	2 bay, two storey house Canal View, south of canal	building
IP 15	2 bay, two storey house Canal View, south of canal	building
IP 16	S Hughes, shop and shopfront, Canal View	building
IP 17	Catholic Church, Chapel Ave.	building
IP 18	Old school house, Chapel Avenue	building
IP 19	Sallins Lodge	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 and Grand Canal 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 through the use of tree preservation orders or by other means;
- a) along the Grand Canal
  - b) trees along Straffan Rd. bordering GAA grounds and Straffan Lodge

### **3.11.4 Archaeology**

- O3.11.4** 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 in the vicinity of National Monuments will require to be undertaken under the supervision of a licensed Archaeologist. Planning applications within these areas will be referred to Duchas.

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## **4.0 DEVELOPMENT CONTROL**

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## 4.0 General

- 4.0.1 The Planning Authority is required under the 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 Sallins Local Area Plan is the statutory development plan regulating land use, development and conservation in the town of Sallins.

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.

Development control will be exercised by the Council 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

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.

#### 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 require, 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.

#### 4.1.15 Railway Reservation

No development will be allowed within 25m of the northern boundary of the existing railway line, north of the railway line, to facilitate the future expansion of the railway.

## 4.2 Residential Design Standards

#### 4.2.1 Residential Density

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

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

The guidelines identifies the Development Plan as a method of recognising the importance of achieving higher residential densities in appropriate areas such as brownfield sites, sites in proximity to town centres and public transport nodes, in the interest of providing a more sustainable residential development pattern. 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. These standards may be altered in the light of planning advice and guidance from the Department of the Environment and Local Government and revised legislation.

Where the Planning Authority grants permission for higher density developments, the Council reserves the right to request developers to contribute towards the cost of providing larger areas of open space and/or recreational facilities elsewhere in the town. A proportion of the development may also be required to be made available for social and/or affordable housing.

**Table 4.3 Indicative Residential Densities per acre**

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

#### 4.2.2 Design of Layouts

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

<sup>2</sup> Generally apartments are only acceptable within the town centre zone

<sup>3</sup> 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.



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 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*, (2<sup>nd</sup> edition) published by the British *Department of Environment, Transport and the Regions*. This guide sets out minimum carriageway widths for the free movement of traffic. Areas for other functions, such as parking or cycle lanes, should be included as an addition to the minimum widths. The *DoELG Recommendations for Site Development Works* (1998) are also acceptable.

#### **4.2.4 Car Parking in Residential Areas**

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

#### **4.2.5 Sub-Standard Development**

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

#### **4.2.6 Pedestrian and Cycle Access**

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

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

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

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

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

An absolute minimum private open space of 55m. sq. will be required for all houses. The standards to be applied for private open space provision per bed-space<sup>4</sup> 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

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

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.

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

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

#### **4.2.9 Apartment Developments**

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

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

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

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.

#### **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 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.

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## 4.3 Retail Development

### 4.3.1 Shopping Centres

Applications for shopping centre developments will be considered in the light of 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 creches, 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.

### 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, push chairs and buggies. Footpaths must be ditched and marked by stippled paving at crossing points.

## 4.8 Development Contributions and Cash Deposits

### 4.8.1 Development Contributions

The Planning Authority, taking into consideration the capital expenditure necessary for the provision of infrastructure required to facilitate development, will require financial contributions in relation to drainage, water supply, roads, open space and car parking. It is the policy of the Council that the rate of contribution in respect of development will be assessed on an individual basis, except where overall contributions are warranted (e. g. for mains water, 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.



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#### **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.

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## **5.0 LIKELY SIGNIFICANT EFFECTS ON THE ENVIRONMENT OF IMPLEMENTING PLAN**

Policy Ref.	Topic	Human Beings	Flora	Fauna	Soil	Water	Air	Noise	Landscape and Visual Appraisal	Material Assets	Cultural Heritage	Interaction of Foregoing	comments
P2.1.0	Housing	p	-	-	-	-	-	-	-	-	-	-	Housing policy should lead to greater social integration and a more compact urban form.
P2.1.1		p	-	-	-	-	-	-	-	-	-	-	
P2.1.2		p	-	-	-	-	-	-	-	-	-	-	
P2.1.3		p	-	-	-	-	-	-	-	-	-	-	
P2.2.1a	Industry and Enterprise	p	-	-	-	-	-	-	-	-	-	-	Environmental impact assessments will be required where industrial development is likely to have a significant impact on the environment.
P2.2.1b		p	-	-	-	-	-	-	-	-	-	-	
P2.2.2a		p	-	-	-	-	-	-	-	-	-	-	
P2.2.2b		p	-	-	-	-	-	-	-	-	-	-	
P2.3.1	Education, Culture and Community Facilities	-	-	-	-	-	-	-	-	-	-	-	Policies on Education, Culture and Community Facilities are unlikely to have a significant effect on the environment
P2.3.2a		-	-	-	-	-	-	-	-	-	-	-	
P2.3.2b		-	-	-	-	-	-	-	-	-	-	-	
P2.3.3		-	-	-	-	-	-	-	-	-	-	-	
P2.3.5		-	-	-	-	-	-	-	-	-	p	-	
P2.4.1	Public Utilities	p	-	-	-	-	-	-	-	-	-	-	Public utilities policies should lead to a reduction in the pollution of groundwater and water courses.
P2.4.2		p	-	-	p	p	-	-	-	-	-	-	
P2.4.5		p	-	-	p	p	-	-	-	-	-	-	
P2.5.1	Transport	p	-	-	-	-	p	p	-	-	-	-	Promotion of walking cycling and public transport are intended to lead to a reduction in car dependency, reducing air and noise pollution
P2.5.2		p	-	-	-	-	p	p	-	-	-	-	
P2.5.3		p	-	-	-	-	p	p	-	-	-	-	
P2.5.4		p	-	-	-	-	p	p	-	-	-	-	
P2.6.1	Open Space, Recreation and Amenity	-	-	-	-	-	-	-	-	-	-	-	Recreation policies are unlikely to have a significant impact on the environment
P2.6.2		-	-	-	-	-	-	-	p	-	-	-	
P2.6.4		-	-	-	-	-	-	-	-	-	-	-	
P2.7.1	Town Centre	p	-	-	-	-	-	-	-	-	p	-	Town centre policies are intended to re-invigorate and protect the historic core and thus should have a positive impact on the environment
P2.7.2		p	-	-	-	-	-	-	-	-	p	-	Environment and Conservation policies are designed to protect and enhance the built and natural environment
P2.8.1a	Environment and Conservation	p	-	-	-	-	-	-	-	p	p	-	
P2.8.1b		p	-	-	-	-	-	-	-	p	p	-	
P2.8.2		p	-	-	-	-	-	-	-	-	p	-	
P2.8.3a		p	-	-	-	p	p	p	p	p	p	p	
P2.8.3b		p	-	-	-	p	-	-	p	p	p	-	
P2.8.4a		p	p	p	p	p	p	p	p	p	p	p	
P2.8.4b		p	p	p	-	-	-	-	p	-	-	-	
P2.8.4c		p	p	-	-	-	-	-	p	-	p	-	
P2.8.6		-	-	-	-	-	-	-	-	p	p	-	

Table 5.1 Likely Significant Effects on the Environment of implementing the policies of the Sallins Local Area Plan  
(p = positive, n = negative, - = neutral/insignificant)



Objective Ref.	Topic	Human Beings	Flora	Fauna	Soil	Water	Air	Noise	Landscape and Visual Appraisal	Material Assets	Cultural Heritage	Interaction of Foregoing	comments
O3.8.1a	Transport	-	-	-	-	-	-	-	-	-	-	-	Promotion of walking cycling and public transport is intended to lead to a reduction in car dependency, reducing air and noise pollution.
O3.8.1b		-	-	-	-	-	-	-	-	-	-	-	
O3.8.2a		-	-	-	-	-	-	-	-	-	-	-	
O3.8.2b		-	-	-	-	-	-	-	-	-	-	-	
O3.8.2c		-	-	-	-	-	-	-	-	-	-	-	
O3.8.2d		-	-	-	-	-	-	-	-	-	-	-	
O3.8.2e		-	-	-	-	-	-	-	-	-	-	-	
O3.8.2f		-	-	-	-	-	-	-	-	-	-	-	
O3.8.3a		-	-	-	-	-	-	-	-	-	-	-	
O3.8.3b		-	-	-	-	-	-	-	-	-	-	-	
O3.8.3c		-	-	-	-	-	-	-	-	-	-	-	
O3.8.3d		-	-	-	-	-	-	-	-	-	-	-	
O3.8.3e		-	-	-	-	-	-	-	-	-	-	-	
O3.8.3f		-	-	-	-	-	-	-	-	-	-	-	
O3.8.4a		-	-	-	-	-	-	-	-	-	-	-	
O3.8.4b		-	-	-	-	-	-	-	-	-	-	-	
O3.8.4c		-	-	-	-	-	-	-	-	-	-	-	
O3.8.5a		-	-	-	-	-	-	-	-	-	-	-	
O3.8.5b		-	-	-	-	-	-	-	-	-	-	-	
O3.9.1	Open Space, Recreation and Amenity	-	-	-	-	-	-	-	p	-	p	-	Recreation objectives are unlikely to have a significant impact on the environment. The protection and enhancement of the town's watercourses should enhance the landscape, protect water quality and provide habitats for a wide range of flora and fauna
O3.9.2		-	p	p	p	p	-	-	p	-	p	-	
O3.9.3		p	p	p	p	p	-	-	p	-	p	-	
O3.9.4		-	-	-	-	-	-	-	p	-	p	-	
O3.10.1	Town Centre	-	-	-	-	-	-	-	p	-	p	-	Town centre objectives are intended to re-invigorate the historic core and enhance its environment
O3.10.2		-	-	-	-	-	-	-	p	-	p	-	
O3.10.3		p	-	-	-	-	-	-	p	-	p	-	
O3.10.4		p	-	-	-	-	-	-	p	-	p	-	
O3.10.5		p	-	-	-	-	-	-	p	-	p	-	
O3.10.6		p	-	-	-	-	-	-	p	-	p	-	
O3.10.7		p	-	-	-	-	-	-	p	-	p	-	
O3.11.1a	Environment and Conservation	p	-	-	-	-	-	-	p	p	p	-	Environment and Conservation objectives are designed to protect and enhance the built and natural environment
O3.11.1b		p	-	-	-	-	-	-	p	p	p	-	
O3.11.2a		-	-	-	-	-	-	-	p	-	-	-	
O3.11.2b		-	-	-	-	-	-	-	p	-	-	-	
O3.11.3		-	p	p	-	-	-	-	p	p	p	-	
O3.11.4		-	-	-	-	-	-	-	-	-	-	-	

Table 5.2 Likely Significant Effects on the Environment of implementing the Land Use and Specific Objectives of the Sallins Local Plan  
(p = positive, n = negative, - = neutral/insignificant)



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# MAPS



KILDARE  
COUNTY  
COUNCIL

### SALLINS LOCAL AREA PLAN 2001

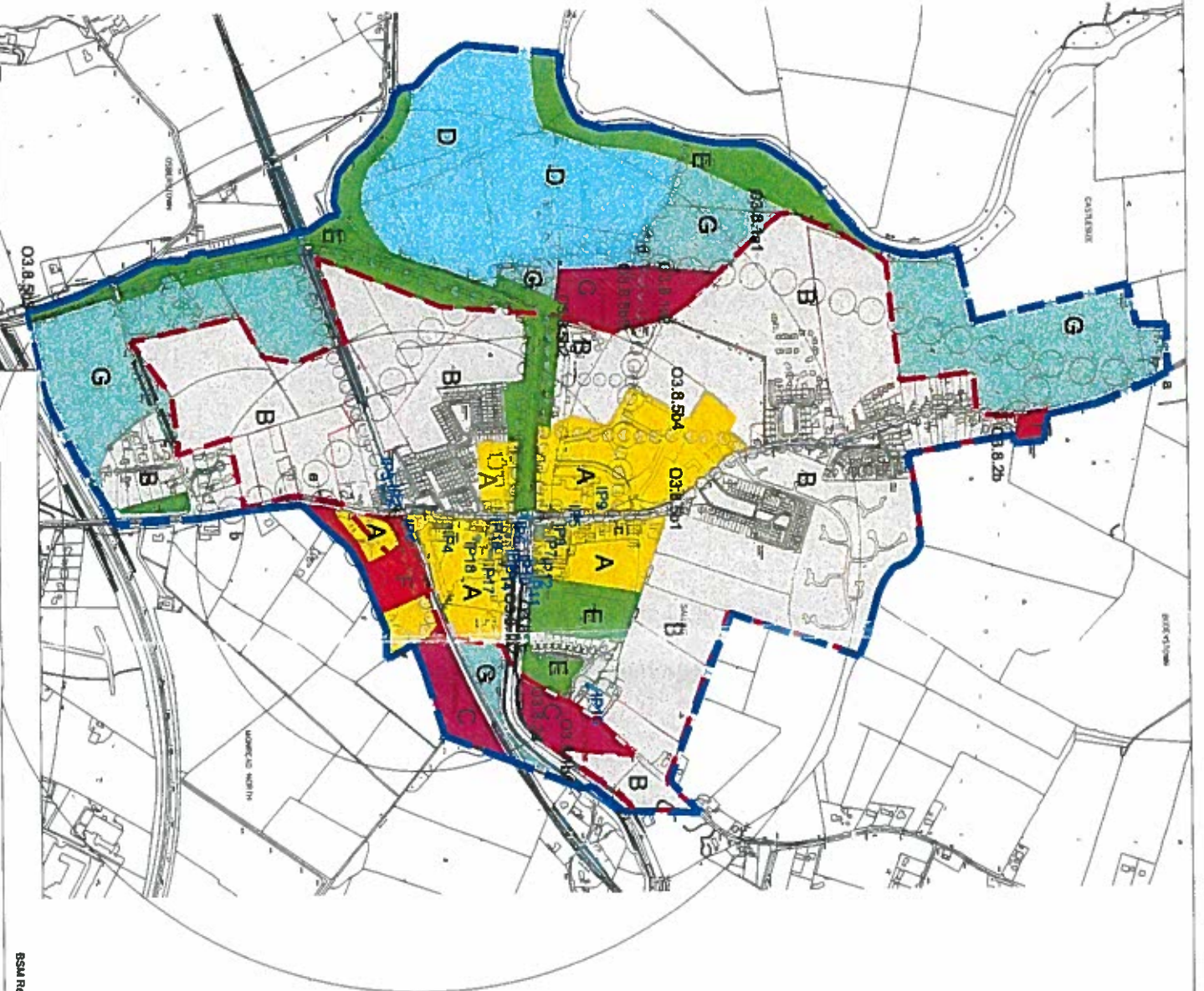
Lanc Use Zoning and Specific Objectives

- A: Town Centre
- B: Existing Residential
- C: New Residential
- D: Office, Light Industry and Warehousing
- E: Open Space and Amenity
- F: Transportation and Utilities
- G: Agricultural

- 2001 Development Boundary
- 1996 Development Boundary
- Distance from Railway Station at Sallins Railway
- Protected Structure Objective
- Roads Objective
- Cycle Path Objective
- Tree Preservation Objective
- Protected View/Prospect Objective

Note: Road, cycle and foot paths are indicative only  
To be read in conjunction with written statement

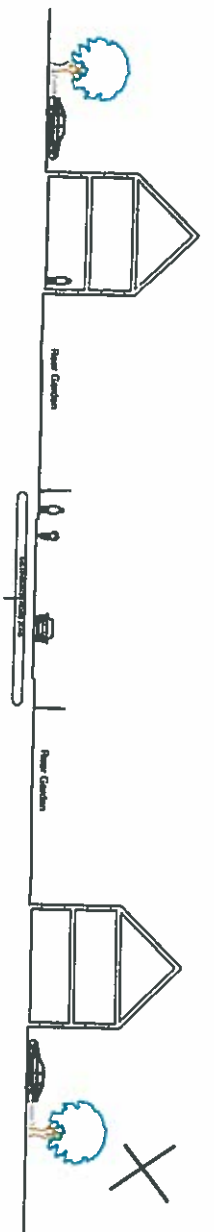
Map No. 1 NOVEMBER 2001 Scale 1:5,000





**Fig. 4.5 The traditional layout of Suburban Distributor Roads**

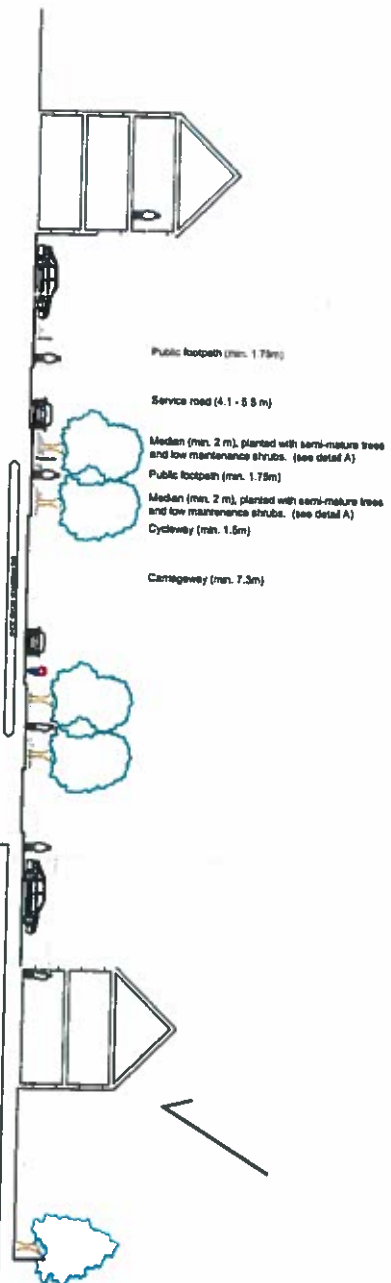
Houses back onto the road. Passive supervision of the road from neighbouring properties is poor and the environment for pedestrians and cyclists is hostile.



**Fig. 4.6 A preferred layout for Suburban Distributor Roads**

Houses open onto a service road and face onto the main Distributor Road. Both passive supervision of the road from neighbouring properties and the visual environment for pedestrians, cyclists and motorists are greatly enhanced.

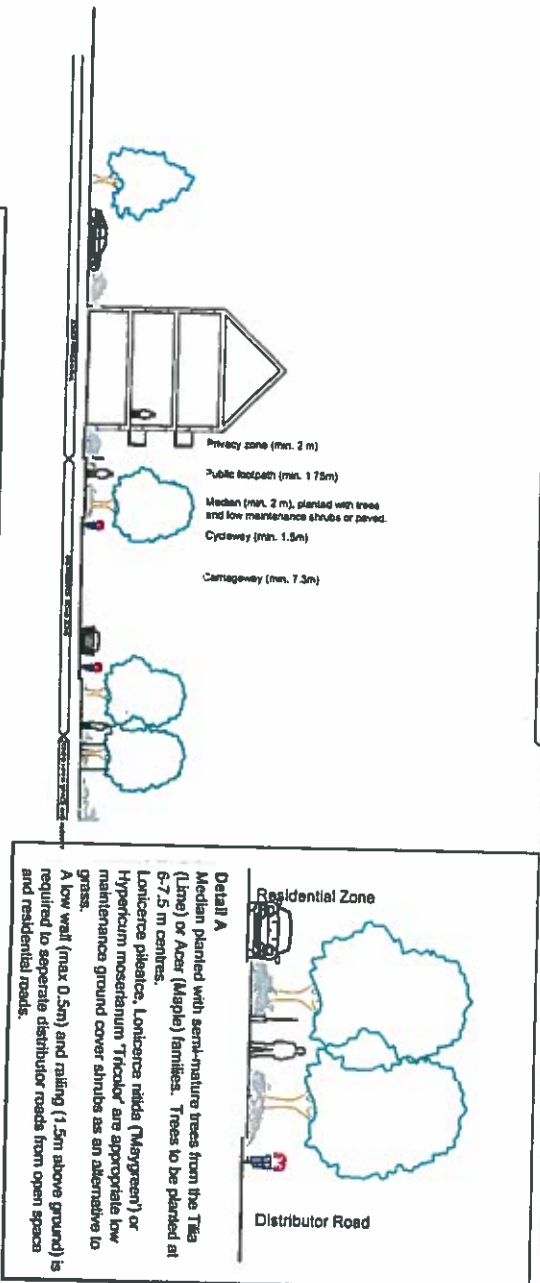
Planting the median between the distributor and service roads with semi-mature trees (lime, acer or sycamore are appropriate street trees) transforms the distributor road into an attractive boulevard and enhances the privacy of neighbouring properties.



**Fig. 4.7 An alternative layout for Suburban Distributor Roads**

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

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



## KILDARE TOWNS Development Plans

### Distributor Road Standards

Job	Stages	Status
NTS	NTS	NTS
May 01	May 01	May 01
CR	CR	CR
Drawn No.	Drawn No.	Drawn No.
Rev	Rev	Rev



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