

KILDARE COUNTY COUNCIL



SALLINS

DEVELOPMENT PLAN

PLANNING DEPARTMENT
KILDARE COUNTY COUNCIL
FEBRUARY 1996

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**SALLINS
INTRODUCTION
AND
POLICY**

1.0 INTRODUCTION.

Sallins is not a scheduled town as defined in the local Government (Planning & Development) Acts 1963-1993. However the village was recognised in the 1977 County Development plan as a "Special Village" as having an overall amenity character and special quality. It was an objective in the 1977 plan to prepare a development plan for Sallins and a development plan for Sallins was prepared for the 1985 County Development Plan. In dealing with development in Sallins the Council will have regard to the necessity of maintaining its amenity character and special quality.

1.1 PERIOD OF THE PLAN.

The period of this plan should be taken as five years from the date of its adoption by the council, or until the plan is varied or a new plan is made.

1.2 PLAN AIMS .

The basic aims of the plan is to set a framework for the physical growth of Sallins so that development can take place in a co-ordinated and orderly manner while at the same time conserving the intrinsic character of the village. The plan therefore sets out basic policies and objectives, the implementation of which will contribute to the achievement of this aim. The emphasis in this plan is on retaining the amenity character and special quality of the village by encouraging compatible development within the village while at the same time restricting ribbon development and maintaining a clear division between Naas and Sallins.

1.3 STATUS CONTEXT AND CHARACTER.

The village of Sallins is located on the Naas - Kilcock regional road. It is situated two miles north of Naas and four miles south of Clane where the R.405 road crosses the Grand Canal and the Dublin - Cork railway line. Sallins is a fine example of a purpose built transport village. Its initial development dates from the late eighteenth and early nineteenth centuries with the construction of the Canal and the Railway line. The Grand Canal reached Sallins in 1780 and in 1785 a Canal Hotel was established. In 1811 a branch canal was built connecting Sallins with Naas, and Corbally near Kilcullen. However, transportation by canal had a rather limited life and was quickly superseded by the railways. The decline of the use of the canal system did not precipitate the decline of the village. The railway reached Sallins in the 1850s and this added to the importance of the village and enabled it to maintain its initial role as a communications centre. In 1885 a branch rail line was built from Sallins to serve Naas and Tullow. During the present century, the importance of Sallins as a communications centre diminished. Towards the end of the 1950s freight traffic on the canal ceased completely and the branch railway to Tullow was closed. In 1962 the virtual closing of the railway station to all but occasional passenger traffic signalled a

final decline for Sallins as a transport centre. However, the decline in its transport functions was largely offset by the establishment of industry in the village.

1.4 POPULATION

In 1841 Sallins had a population of 392. The population decline in the immediate post-famine period was relatively light but there was a sharp decrease after 1871. By 1901 the population had fallen to 252, after which it stabilised until 1951. A period of increase followed in the 1950s and by 1966 the population had risen to 465 and by 1971 to 631. Between 1971 and 1981 there was an increase of 186 persons which brought the population to 817. The latest census figures show that the population has decreased to 783. Table 1 below shows the changes in population.

TABLE ONE **POPULATION OF SALLINS 1971 - 1991**

<i>1971</i>	<i>1979</i>	<i>1981</i>	<i>1986</i>	<i>1991</i>
631	674	817	774	783

The Planning Department has carried out two population projections the first based on trends from 1971 to 1981 and the second on trends from 1971 to 1991. The result of these projections is as follows:

TABLE TWO **PROJECTED POPULATION TO 2001**

<i>YEAR</i>	<i>1996</i>	<i>2001</i>	<i>No. of Persons</i>	<i>% increase</i>
1ST TREND	859	1189	330	38
2ND TREND	821	862	41	5

If the village continues to grow at the same rate as it has done since 1986 then the population in 1996 would be 792 which is lower than both projections. Accordingly it is considered that the first projection is likely to be optimistic.

The proximity of Sallins to Naas and the Dublin metropolitan region along with its good access to the motorway network and recent re opening of Sallins railway station may contribute to a stronger growth in population than has been experienced over the last five years. Should this occur the population may increase close to the numbers projected in the 1st trend population projection, but are unlikely to exceed it.

Within the 1985 development boundary there were 114 acres of land, 56 of which were undeveloped. At a density of six houses to the acre this could have accommodated approximately 1176 people, which is 1.5 times the level of the 1991 Census population.

In this plan an additional 67 acres has been made available for development at a density of 36 bed spaces per acre and 5 acres with a maximum of 12 houses. These could

accommodate 2454 people. Thus the development boundary can accommodate a total of 3,630 persons, which is 4.6 times the 1991 population.

1.5 INDUSTRY

There are two major employers in the town of Sallins. Eurowest foods are involved in the meat processing industry and are located north of the canal and railway line. Odlums who are involved in grain milling are located south of the railway line. Their operation has declined in the recent past and employment level is now less than 15 persons.

It is the policy of the Council to:-

- a) encourage and facilitate the expansion of existing industry and encourage new industrial development by making adequate serviced land available.
- b) co-operate with Forbairt and Forfas and other national regional and local bodies to attract further industry to the village.
- c) ensure that industrial areas have good easy and safe access to the public road network.
- d) safeguard residential areas from any adverse effects arising from industrial development.

1.6 UTILITY SERVICES

1.6.1 Sewerage

During the period of the last plan Sallins was connected to the Upper Liffey Valley sewerage scheme. This relieved deficiencies within the system which existed in Sallins prior to this. The treatment plant which is located at Osberstown currently has a capacity of 40,000 population equivalent and in addition to Sallins serves Naas, Droichead Nua, Clane, and Prosperous. Consultants have been appointed for the second phase of this plant and it is expected that stage two will be commenced within the plan period giving a total population equivalent of 80,000. This will give sufficient capacity for the development of Sallins for the foreseeable future.

1.6.2 Water Supply

Sallins is serviced from the Dowdenstown reservoir near Maynooth. During the period of the last plan the water supply system was been augmented with the provision of a 12" watermain from the reservoir to Naas and a ring main for Naas. The ring main commences at Esmondale and services the Naas/ Sallins/ Clane area. As a result there is ample water supply to service the expected demand in Sallins over the period of the plan.

It is the policy of the Council to provide water in sufficient quantity and quality to serve the needs of existing consumers and the projected population increase, and to facilitate future industrial and commercial development.

1.7 REFUSE COLLECTION

Sallins is served by a once weekly collection service run on a contract basis. A private operator also provides a collection service. Refuse is disposed of in the Council's central landfill site at Silliot Hill, Kilcullen.

1.8 TRANSPORTATION

1.8.1 Bus Service

At present Bus Eireann operates a bus service between Naas and Dublin which provides two buses per day in each direction Monday to Friday. A Saturday service is provided also with one bus in each direction. Bus Eireann is constantly reviewing the level of service and the need for additional services will be related to the demand for such services.

1.8.2 Rail

Sallins is located on the mainline rail network leading to Heuston Station Dublin. The station had been closed to passengers and freight traffic for many years.

In 1994 Iarnrod Eireann announced an upgrading of the rail service on the network with the introduction of a new commuter rail service to Heuston station. Sallins station has now re-opened to commuter traffic as part of this upgraded service. It is intended that Sallins will provide a commuter service to and from Dublin which will facilitate both Sallins and Naas. A feeder bus service operates from Naas to the station in Sallins.

1.8.3 Roads

Sallins is situated on the main Naas - Kilcock regional road, the R407. This is a busy traffic route. Since 1988 the volume of traffic through Sallins has increased at slightly higher rate than projected. In 1988 the annual average daily traffic through the village was 6,441 vehicles per day with heavy commercial vehicle content of 7.44%. By 1992 this figure had risen to 8,800 vehicles per day with heavy commercial vehicle content of 7.5%. Due to the level of through traffic and the need for this traffic to cross two bridges in the village centre the environment has suffered from noise, fumes and traffic hazard.

It is the Council policy:-

- a) to eliminate through traffic from the village by the construction of a by-pass as detailed in this plan.
- b) to ensure that all developments comply with the Councils long term road proposals for Sallins as detailed in this plan.
- c) improve roads and footpaths with a view to enhancing pedestrian and vehicular safety, subject to amenity requirements.
- d) co-operate with Iarnrod Eireann in order to facilitate the re opened Sallins railway station in accordance with the South Western Commuter Rail Project, subject to the retention of the character of the old station buildings.
- e) to facilitate the provision of car and bicycle parking to service the re opened of Sallins railway station.
- f) ensure that a safe and comprehensive road system exists and is maintained which is capable of satisfying the requirements of both vehicular and pedestrian traffic within and through the town.
- g) ensure that all roads, footpath and car parks are constructed to facilitate the needs of persons with physical disabilities.
- h) progressively improve all urban roads and footpaths and maintain these to the highest possible standard having regard to the availability of finance for the work and subject to amenity and townscape requirements.

1.9 HOUSING

In the past there had been no substantial private housing schemes developed in the village. This was due in large part to the lack of adequate sewerage services. Since the adoption of the last development plan two private housing schemes have been constructed in the village. The two schemes involved the construction of 32 houses. Ample land exists within the village to accommodate substantial amounts of private housing.

It will be the policy of the Council to :

- a) provide and facilitate the provision of housing to meet existing and future needs in both private and social housing sectors.
- b) ensure that a high standard of design is incorporated in the structure and layout of residential areas.
- c) ensure that there is a variety in the density of development and in the form, size and type of dwellings within residential areas and that the density should be appropriate to the type of development
- d) provide local authority dwellings, and private sites, and to facilitate joint venture housing co-operatives, in the provision of subsidised housing as the need arises.
- e) acquire land for housing as necessary to accommodate persons who are unable for financial or other reasons to provide themselves with housing;
- f) safeguard existing residential amenities.

1.10 COMMUNITY FACILITIES

1.10.1 EDUCATION

Sallins has one primary school, St. Laurence's which is located on the Kerdiffstown Road. There are 293 children attending the school in 1993. Pupils from Sallins and from Naas attend the school. The school was built in 1977 and has nine classrooms and eleven teachers. There are no plans to expand the school at present. Adequate space exists on site for further expansion. There is no second level school in Sallins. There are post primary schools in Clane and Naas which cater for pupils from Sallins.

1.10.2 LIBRARY FACILITIES

Sallins is at present served by the mobile library service. There are no plans to expand this service during the period of the Plan.

1.10.3 FIRE SERVICE

Sallins is served by the Naas Fire Brigade unit. A new fire station is planned for Naas during the period of the Plan.

1.10.4 GARDA SERVICE

Sallins is served by the Naas Garda station.

1.10.5 PLACES OF WORSHIP

Sallins Roman Catholic Church (the Church of Our Lady of the Rosary and Guardian Angels), is located on Church Avenue and dates from 1924. The capacity of the church is approximately 450. The church is considered adequate for the present level of population. There are no other places of worship in the village.

1.10.6 GRAVEYARDS

Sallins is serviced by the graveyard at Bodenstown.

1.10.7 EASTERN HEALTH BOARD

Health services for the village are provided by the health centre in Naas which provides a public health nurse five days a week along with immunisation, development, chiropody, blood pressure, and paediatric clinics available.

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

1.11 TELECOMMUNICATIONS

Sallins is served by the Naas exchange. There is no waiting list for telephones in the area and extensions are planned to meet service on demand.

1.12 SHOPPING

Because of its proximity to Naas, Sallins is a local service centre of limited importance, providing only a limited range of retail goods of a mainly convenience nature. The retail outlets are located in the older part of the village.

1.13 RECREATION

While the original function of the canal is now obsolete, the canal has a great amenity and recreation potential for the village. The grassed area on the east side of the road bridge over the canal has a generally satisfactory appearance and constitutes a pleasant canal side environment. The branch line of the canal connecting Sallins to Naas has been restored. The towpath of the Grand Canal has been developed as a long distance walking route and is signposted at Sallins. Pedestrian access has been restored recently from the harbour in Sallins in an easterly direction towards the 15th lock on the south bank. The canal is also a wonderful resource for anglers providing a wide range of fish species for coarse angling. Fishing has been extensively developed west of the village to lock 18 and is an important tourist resource in the area. Since the Grand Canal was built some 200 years ago a rich wildlife has developed in the water and along the banks. It has become a very important wildlife habitat with a great diversity of wild plants and animals colonising the banks and the water. The Office of Public Works is the statutory body with responsibility for the protection and development of the Canal system.

The G.A.A. has its own pitch and pavilion to the west of the town located off Chapel Avenue.

It is the policy of the Council to:

- a) encourage the provision of improved social, cultural and sporting facilities to serve the needs of the village by co. operating with local groups in the provision of new recreational and social facilities.
- b) provide sufficient open space for both passive and active recreation to serve the needs of the village's existing and future population.
- c) protect the environment and amenity of the Grand Canal and to encourage any efforts undertaken to develop the canal as a major recreational resource and to enhance its amenity value to the village.

- d) co-operate with the Office of Public Works in the development of Sallins as a minor boat centre on the Grand Canal system as set out in its management and development strategy for the Grand Canal (1987).

1.14 AMENITY AND CONSERVATION

Sallins contains many buildings of architectural, or historic importance and these add to the character of the village. These have been listed in part two of this Plan and are noted on the Development and Conservation Objectives map. Buildings which are not listed in the plan still warrant retention because of their contribution to the streetscape. The Council recognises that co-operation with the owners of these buildings is vital and to this end will assist and advise the owners in how best to preserve the buildings. The Council will also ensure by use of its development control powers that new developments in the vicinity of these buildings will not destroy or detract from their amenity value.

It is the policy of the Council to :

- a) ensure that new buildings are in sympathy and scale with existing developments.
- b) retain existing building line, roofscape and street patterns within the village especially along the canal frontage.
- c) encourage the rehabilitation and retention of buildings of character.
- d) co-operate with the statutory and voluntary bodies in the provision of amenity development alongside the canal banks.

1.15 ARCHAEOLOGICAL HERITAGE

The Urban Archaeological Survey commissioned by the O.P.W. has identified an area of archaeological potential in Sallins. This is identified on the objectives map with this plan. It is the policy of the council to ensure proper archaeological investigation of this area. The Council will ensure by planning condition that an opportunity is provided for archaeological investigations prior to any developments which if permitted, would damage or disturb any archaeological deposits. It is the policy of the Council that such investigations should be at the cost of the developer.

1.16 TOURISM

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

1.17 POLLUTION CONTROL

It is the policy of the Council to carry out the provisions of the Water Pollution Act 1977, and of the Environmental Protection Agency act 1992.

1.18 WILDLIFE ACT

It is the policy of the Council to co-operate with the Parks and Wildlife Section of the O.P.W. in pursuance of the provisions of the wildlife Act 1976.

1.19 LITTER ACT

The provisions of the Litter Act 1982 and any relevant legislation will be carried out by the Council in attempting to control indiscriminate dumping and bill posting.

1.20 DERELICT SITES ACT

The provisions of the Derelict Sites Act 1990 will be applied to sites within the village which are identified as derelict.

1.20 DEVELOPMENT CONTROL

The Council is required to control development to ensure that permissions granted under the Planning Acts are consistent with the policies and objectives of the Development Plan. It is the policy of the Council to provide advice and guide-lines to potential applicants. The relevant standards for development are set out in the development control section of this plan.

1.21 CONTRIBUTIONS

The Council, bearing in mind the capital expenditure necessary for the provision of essential services to facilitate development will require contributions towards the provision of such services as are provided for in the Local Government (Planning and Development) Acts 1963 - 1992. Contributions payable will be adjusted in accordance with the building cost index or the consumer price index.

1.22 FINANCE AND IMPLEMENTATION

The availability of resources, including financial resources, will determine the likely implementation of the policies, objectives and proposals as set out in this Development Plan. This in part will depend on Government grants and approvals.

In principle, as and when land comes on the market, consideration will be given to its purchase in order to facilitate the proper development of the village and in particular

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its amenities. Subject to the availability of finance, the Council will facilitate the provision of sites for the needs of the population.

It shall be the policy of the Council, where agreement cannot be reached for the purchase of such lands or buildings as may be required to carry out its statutory powers and functions, that such lands and buildings as are necessary will be acquired by compulsory purchase.

SECTION TWO

OBJECTIVES

SECTION 2 OBJECTIVES

2.0 INTRODUCTION

Specific objectives of the Council for the Special village of Sallins are set out in this part of the plan. Where appropriate, these locations are shown on the Development and Conservation Objectives map. The objectives relate to proposals which the Council intends to initiate within the period of this Plan. Some medium and long term proposals are also included in the Plan in order that their eventual implementation is not prevented by short term developments. The attainment of objectives is conditional on the necessary finance being available and where appropriate on the approval of the Minister of the Environment. Should any conflict arise between the written statement and the maps the written statement will prevail.

2.1 DEFINITIONS OF BOUNDARIES

For the purpose of its development plan as required under the Local Government (Planning and Development) Act 1963, the boundary of Sallins is that as shown by the heavy continuous line on the Plan map. The statutory development plan for Sallins applies only to this area. In considering the development area boundary and the zoning for the town, the following elements have been taken into consideration :

- (1) The location and size of Sallins in relation to Naas and to the Dublin region.
- (2) The present and future situation regarding the provision of essential services i.e. water and sewerage.
- (3) The development area under the 1985 plan and the amount of committed and uncommitted land within the this area.
- (4) The Grand Canal system which runs through the town.
- (5) The existing railway line to the south of the town.
- (6) The need to ensure a clear physical separation between Sallins and Naas.
- (7) The river Liffey to the west of the town.
- (8) The Naas/Clane road and the line of the proposed bypass.
- (9) Land in the ownership of the Local Authority.
- (10) General planning principles.

The area within the heavy continuous line shown on the conservation and development objectives map will be the development area boundary for Sallins. Due to the size of

Sallins it is not proposed to adopt a rigid land use zoning objective strategy for the village. Within the 1985 development boundary there were 114 acres of land, 56 of which were undeveloped. At a density of six houses to the acre this could have accommodated approximately 1,176 people which is 1.5 times the level of the 1991 census population.

In this plan an additional 67 acres has been made available for development at a density 36 bed spaces per acre and 5 acres with a maximum of 12 houses which could accommodate 2,454 people. Thus the development boundary can accommodate a total of 3,630 persons, which is 4.6 times the 1991 population.

2.2 UTILITY SERVICES

It is an objective of the Council to:-

US1 prevent /eliminate foul discharge to the surface water system.

US2 prevent/eliminate surface water to foul water system.

US3 ensure the change over from septic tanks to mains connections in all cases where this is feasible.

US4 preserve free from development the wayleaves of all public sewer and water mains.

US5 augment existing water supply as the need arises.

US6 reduce water wastage in the supply system.

US7 continue with the collection of domestic refuse and expand the service as required.

2.3 TRANSPORTATION

It is an objective of the Council to:-

T1 Protect the proposed routes for the bypass from development as shown on the Development Plan map.

T2 Realign and improve the Sherlockstown road between Sallins Lodge and the canal bridge, subject to the retention of the tree belt in the grounds of Sallins Lodge,

T3 Improve and widen Kerdiffstown road between the school and Kerdiffstown railway bridge.

T4 Realign and improve some sections of the Main street.

T5 Realign the section of road prior to the Railway bridge on Naas/Sallins road and provide footpaths and public lighting.

T6 Improve the junction between Chapel lane and Sherlockstown road.

T7 Provide a footpath between the electricity station and the existing footpath on the east side of Sallins/ Clane road.

T8 Provide a footpath between the canal bridge and the development boundary on Sherlockstown road.

T9 Provide public lighting on the Kerdiffstown road between the canal bridge and the school.

T10 Provide public lighting on the Sherlockstown road between the canal bridge and the development boundary.

2.4 HOUSING

It is an objective of the Council to:-

H1 continue to provide Local Authority housing as the need arises and as finance becomes available.

H2 facilitate the development of private housing to meet expected housing needs.

H3 provide land for private sites and joint venture housing schemes where feasible.

H4 ensure a high standard of layout and provision of open space and landscaping in future housing developments both public and private.

H5 develop housing estates using the principle of short culs - de sac, courts or open squares accessed from local distributor roads to ensure safety and privacy and providing for designs which will facilitate pedestrian movement and restrict or control vehicular traffic.

H6 preserve, where possible hedgerows in the area which act as natural boundaries between housing areas and which form visually pleasing features.

H7 preserve and improve the amenities of existing residential areas.

H8 ensure that infill housing is in keeping with the existing area in terms of scale density and design.

H9 prohibit ribbon development on the approach roads to the village.

2.5 COMMUNITY AND EDUCATION

It is an objective of the Council to :

CE1 co-operate with the Eastern Health Board and other statutory and voluntary agencies in the provision of health, community and social facilities

CE2 co operate with the Department of Education and the school management board in the provision of school places.

CE3 investigate the provision of adequate open space and community facilities to cater for the needs of the population.

2.6 AMENITY AND RECREATION

It is an objective of the Council to:-

AR1 co-operate with the statutory and voluntary bodies in the provision of amenity development alongside the canal banks.

AR2 preserve significant trees or groups of trees of special amenity value through the use of tree preservation orders and other measures at the following locations.

- (1) trees along the banks of the Grand Canal within the town boundary
- (2) trees along the Straffan road bordering the G.A.A. grounds and Sallins Lodge.

AR3 co-operate with the Office of Public Works in the designation and development of a minor boat centre on the Canal at Sallins in accordance with that organisation's national canal strategy.

AR4 continue the development of canal side walking routes in conjunction with the relevant statutory and voluntary bodies.

AR5 ensure the provision of small playlots in new housing schemes;

AR6 ensure through the development control process, that all new residential estate developments contain a well defined ,well located, and well maintained usable open space, which is adequately landscaped and contains well defined boundaries;

AR7 preserve views and prospects forming the setting and environs of all buildings and structures listed for preservation.

AR8 ensure that trees and hedgerows will be conserved where appropriate, through encouragement, tree preservation orders and where possible a requirement that they are retained in new developments.

2.7 ITEMS FOR PRESERVATION

It is an objective of the Council to protect and preserve all items of architectural, historical archaeological, scientific, amenity and townscape interest.

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 prior planning permission and the effect of this objective is to remove any such development from the exempted development provisions of the Planning Acts and Regulations. The Council will favour the retention and rehabilitation of older buildings rather than their replacement with new buildings where practical and will require that new buildings respect and contribute to existing streetscape quality.

The listing of these items for their preservation denotes their inherent value to the community. This value is recognised by the Council and to this end the Council in its tourism role will draw attention to the heritage that they represent. It will be an objective of the Council to assist owners of such properties in their maintenance and repair through free advice, and through advocacy with central Government and the relevant bodies such as the National Heritage Council for the provision of financial incentives for their upkeep.

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

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

The Council will exercise strict control over advertising in the village. The use of plastic finishes and ceramic tiles will be prevented as will the use of free standing signs. Advertising signs will have to relate to the pedestrian rather than the passing motorist.

ITEMS FOR PRESERVATION

<i>ITEM</i>	<i>Map ref.</i>	<i>Rating</i>
All Railway station buildings and structures	IP1	R
Terrace of four three bay single storey cottages to the west of the railway bridge	IP2	L
Pair of two storey houses of rusticated limestone to the west of the four cottages	IP3	L
A terrace of six railway cottages to the north of the railway line	IP4	L
Wards shop, Main street	IP5	L
The canal bridge, (western parapet and lower structure only)	IP6	L
House on the corner of Canal View on the north side of the canal	IP7	L
Three three bay two storey houses on the east side of main street north of the canal	IP8	L
Home farm house west side of Main St.	IP9	L
Large blocks of Granite lining the Canal banks	IP10	L
Large two storey house of six bays, Canal View, north of the canal	IP11	L
Large two storey house of three bays, Canal View, north of the canal	IP12	L
Cottage , corner of Canal View and Chapel Lane	IP13	L
Two storey three bay house, Canal View on the south bank of the Canal	IP14	L
Two storey three bay house, Canal View on the south bank of the canal	IP 15	L
'S. Hughes' shopfront, Canal View on the south bank of the Canal	IP16	L
Roman Catholic Church, Chapel Avenue	IP17	L
The old school of three bays and two storeys Chapel Avenue	IP18	L
Sallins Lodge	IP19	R

2.8 DERELICT/ VACANT LAND

It is an objective of the Council to:-

DV1 identify and secure the development and renewal of obsolete areas within the development boundary.

DV2 identify and secure the development and renewal of derelict properties within the development boundary.

2.9 INDUSTRY

It is an objective of the Council to:-

I1 encourage and facilitate the expansion of existing industry.

I2 encourage new industrial development by making adequate serviced land available.

I3 ensure that industrial areas have good easy and safe access to the public road network.

SECTION THREE

DEVELOPMENT CONTROL

SECTION 3 DEVELOPMENT CONTROL

3.1 GENERAL

The purpose of this section of the Plan is to ensure a high standard of design, layout and function for all development for which planning permission is necessary under the Planning Acts and Regulations, to conserve what is good in the existing built and natural environment, and to protect the amenities of the village. Development Control will be exercised by the Council in a positive manner, having regard to the provisions of the Local Government (Planning and Development) Acts 1963 to 1993, to the proper planning and development of the village, its amenities and the Council's policy objectives for the village. The requirements and standards set out herein should be seen in this light.

3.2 DEVELOPMENT STANDARDS

3.2.1 SITE COVERAGE

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

The following site coverage standards will apply:-

TABLE III.

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

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

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

3.2.3 PLOT RATIO

Plot ratio standards express the relationship between the gross area of a site, and the total gross floor area of the building(s) on the site. The purpose of plot ratio is to prevent the adverse effects of over-development on the layout and amenity of buildings

on the one hand, and to ensure a proper sense of enclosure with buildings on their sites, on the other hand. The following plot ratio standards will apply:-

TABLE IV.

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

The following equation provides the plot ratio figure:-

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

3.2.4 PARKING

Proposals for new development, redevelopment and changes of use will normally be required to make provision for the parking of vehicles in accordance with the standards set out below. In special circumstances, this requirement may be reduced for road safety or environmental reasons, or to allow the re use of existing buildings. In general, however, each development must provide the following car parking spaces:-

TABLE V.

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

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Restaurant	10 sq.m dining-room	2.00
Bars, Lounges, Function Rooms	8 sq.m net public space	3.00
Take-aways	100 sq.m gross floor area	6.00

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

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

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

Where the provision of car-parking is required by this Plan in relation to a development such provision may be met by providing the required spaces within the development or, where the Council require, by a contribution in accordance with the powers contained in the Local Government (Planning and Development) Acts, 1963 to 1993.

TABLE VI.

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

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

3.2.5 BUILDING LINES

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

Where a development requires that the existing roads/footpaths and public lighting be improved/extended, or any other works carried out, to facilitate a development, then a financial contribution to cover the cost of these facilities will be levied by the County Council. This contribution will be in addition to the other contributions normally required.

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

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

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

3.2.6 PETROL FILLING STATIONS

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

- a) the location must be on the outskirts of the village, but inside the 30 m.p.h. or 40 m.p.h. speed limit. The advantage of this type of location is that it can serve both local and through traffic while traffic congestion will be less than that in the town centre and vehicles will be travelling relatively slowly, thus causing less risk;
- b) the preferred location is the near side of the road on the way out of village, so as to eliminate turns across the traffic;
- c) access to/from filling station must be in accordance with the Council's requirements relating to each specific site.

3.2.7 HEAVY VEHICLE PARKING IN RESIDENTIAL AREAS

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

3.2.8 RETAIL DEVELOPMENT

The village centre will be protected as the principal shopping area. Small neighbourhood shops will be encouraged. Where such shops are permitted, they shall be limited to 70 square metres in size for any unit. They shall be located away from through routes and shall be within walking distance of the residential area they are intended to serve (i.e. no more than 400 metres). Where possible neighbourhood shops should be provided in conjunction with other community facilities and neighbourhood services such as doctor's clinics, crèches, etc.

3.2.9 CARE FOR PERSONS WITH DISABILITIES

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

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

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

3.2.10 TOURIST CARAVAN PARKS

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

3.2.11 GAMING AND AMUSEMENT ARCADES

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

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

3.2.12 ENVIRONMENTAL IMPACT ASSESSMENT

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

3.3 RESIDENTIAL DESIGN STANDARDS

3.3.1 GENERAL

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

3.3.2 RESIDENTIAL DENSITY

The use of maximum residential development standards has been adopted in this Plan. The average density throughout the town has been set at 89 bed-spaces per hectare (36 bed-spaces per acre) subject to a maximum of eight houses per acre, and to the minimum rear garden sizes set out below. Rooms less than the minimum for one bed-space (studies etc.) which could be converted for use as a bedroom will be counted as one bed-space. The following table outlines the bedroom sizes and their bed spaces equivalent.

TABLE VII.

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

3.3.3 MINIMUM REAR GARDEN SIZE

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

TABLE VIII.

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

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

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

3.3.4 APARTMENTS

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

Apartments are defined to exclude terraced-type housing, with individual frontages and accesses. Such development would be classified as dwellings, and would be based on the rear garden size standards set out above. However they would be deemed to include buildings divided horizontally into two or more flats, where communal open space would be more appropriate.

In the case of newly built apartments, in addition to public open space, private or semi-private communal open space shall be provided at the rate of 20 square metres per bed space, exclusive of car-parking, and the residents shall have full access to this open space. In the case of a conversion of an existing house into flats or bed-sitting rooms, the existing private open space shall, where feasible, be available to the occupants of the converted house. This requirement is in lieu of the provision of rear gardens not public open space.

3.3.5 ROAD LAYOUT

Residential estates may be laid out in the traditional "conventional" manner, with roads, culs-de-sac, footpaths and verges - or in more innovative layouts with clustered groups of housing. In all cases within residential estates, the safety of pedestrians will be given precedence over vehicular traffic and the road layout should be designed to reduce traffic speeds through the use of sharp curves, reduced visibility at junctions and other traffic calming measures.

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

The following standards of road layout design will apply to conventional layouts (these are, however, merely guide-lines and the Council reserves the right to alter the requirements having regard to each particular development).

TABLE IX.

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

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

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

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

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

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

3.3.6 HOUSE TYPES

The social and aesthetic need for identity, especially in larger residential developments, should be met by appropriate groupings of houses in order to avoid a dull repetitive pattern of development. Such groupings should be designed on the basis of a unified concept with its special characteristics displayed in the height of houses, the roof profiles, the finishes, proportions and decorative details. Variations should be

introduced in house types but these should be variations within an overall theme. Screen walls and boundary fences should also be finished to complement house finishes. Decorative features which require a lot of maintenance should be avoided. The exploitation of good views out of the site (e.g., of a church spire, group of trees, heritage buildings open space, etc.) will also help to establish a sense of place or identity.

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

A distance of at least 3.0 metres shall be provided between dwellings for the full length of the flanks in all developments of detached houses, in all developments of semi-detached dwellings and end houses of terraces. In general, this distance should be equally divided between dwellings so separated. This is to allow for the proper maintenance of dwellings.

3.3.7 BOUNDARIES

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

3.3.8 SERVICES

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

3.3.9 STREET LIGHTING

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

3.3.10 ROAD NAMES

Nameplates of the Council standard type shall be provided and erected on all housing estate roads. It is the policy of the Council that names of residential developments shall reflect local and Irish place-names and shall incorporate old names for the locality as far as possible. No development work shall be allowed on development sites, nor advertising of housing schemes, until the name has been agreed with the Council. The naming of residential developments shall be approved by the Planning Authority in order to avoid confusion in regard to similar names in other locations. Similarly, in order to assist the general public and the postal authorities, all houses shall be provided with numbers which shall be visible from the adjoining roadway.

3.3.11 STANDARD OF CONSTRUCTION

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

3.3.12 OPEN SPACE AND LANDSCAPING

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

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

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

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

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

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

3.3.13 BONDING TO SECURE COMPLETION OF DEVELOPMENTS

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

3.3.14 CONTRIBUTIONS

The Council, bearing in mind the capital expenditure necessary for the provision of services which facilitate development, will require contributions towards the provision of such services as are provided for under the terms of the Local Government (Planning and Development) Acts 1963 - 1993. It is Council policy that the rate of contribution in respect of development will be assessed on an individual basis, except where overall contributions are warranted (e.g. for mains water supply over the village area as a whole). It is also Council policy to update on an annual basis the amount of contribution having regard to changes in the building cost index or in the consumer price index, as appropriate.

3.4 ADVERTISING AND SHOP-FRONT DESIGN STANDARDS

3.4.1 GENERAL

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

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

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

3.4.2 SHOP-FRONTS

It should be noted that the replacement of an existing shop-front requires planning permission, and is not considered by the Council to constitute exempted development. The Council will encourage good shop-front design and the development of fully detailed new shop-fronts of traditional style, properly proportioned and using appropriate materials. New shop-fronts of modern design will be accepted, providing that they are built using traditional materials and are designed to traditional principles of scale, proportion and detailing.

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

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

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

- a) the removal of features or alterations to existing shop-fronts where they are considered by the Council to be of historical or architectural interest, or of townscape value;
- b) the enlargement, or remodelling to a horizontal emphasis, of existing windows above ground floor level;

- c) the construction of fascias linking two or more buildings/plots which have different architectural identities;
- d) the use of standardised brand names or corporate designs as part of shop-front fascia advertising;
- e) the use of roller shutters and their boxes on the exterior of shop-fronts;
- f) the use of large areas of undivided glass or the provision of new display windows with a horizontal emphasis;
- g) the permanent removal of the shop-front and the creation of an opening through which direct trading onto the pavement is carried out.

It should be clearly noted that proposals for new or replacement shop-fronts which exhibit the above characteristics will not be acceptable, and if not amended or altered, will be refused. Unauthorised alterations or developments exhibiting these characteristics will be the subject of legal proceedings to ensure their removal.

3.4.3 SHOP-FRONT ADVERTISING

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

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

- a) the use of traditional painted sign-writing on fascia boards, using appropriate colour schemes;
- b) the use of solid block individual lettering, affixed directly to fascia boards or facades;
- c) the use of spotlighting or floodlighting of fascia boards, shop-fronts or entire facades (provided that the light fixtures are of modest form and size and that such lighting will not cause a traffic hazard);
- d) the painting of stallrisers and other features to enhance the design of the shop-front, using appropriate colour schemes;
- e) the provision of traditional timber or wrought iron hanging signs, with painted or enamelled finishes. Such signs must be of a limited size and projection, and shall be limited to a maximum of one sign for each building facade.

The following types of shop-front advertising will not be permitted by the Council, and will be actively discouraged:-

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

3.4.4 CANOPIES

The erection of plastic or fabric canopies of the "Dutch" type will be discouraged. Such canopies disrupt the view along the street and obscure both shop-front detail and neighbouring advertising and are in general not acceptable. Where shading of a window display is required the use of traditional rectangular sun blinds/awnings of the retractable type may be permitted. The erection of a canopy or awning requires planning permission.

The Council will use its enforcement powers, as well as persuasion, to ensure the removal of unauthorised canopies.

3.4.5 ROLLER SHUTTERS

The installation of security shutters can visually destroy and deaden the shopping street at night, and thereby detract from the environment of the village. It is the policy of the Council to discourage the use of such shutters, and to ensure the removal of unauthorised ones. The erection of a roller shutter, and its associated housing, requires planning permission.

Where security shutters are considered to be essential - for example, because of the type of business transacted or goods stored and where the location so indicates, the Council may permit them provided that they meet the following criteria:-

- a) they must be of the open-grille type (not perforated or solid);
- b) they must be painted to match the shop-front colour scheme;

c) they must be located, together with their associated housings, behind the window display or behind the glazing.

Roller shutters which are located on the exterior of the shop-front will not be permitted. It is Council policy to pursue the removal of all unauthorised such shutters through the use of appropriate enforcement powers.

Alternatives to roller shutters, such as the use of traditional panelled timber shutters or demountable open grilles will be preferred where security needs are involved. Such alternatives require planning permission, but will be favourably considered in place of roller shutters.

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

3.4.6 BRAND AND CORPORATE ADVERTISING

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

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

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

3.4.7 OUTDOOR ADVERTISING STRUCTURES

Outdoor advertising structures will not generally be permitted within the village, whether free-standing or attached to buildings. However, in cases where they screen a derelict structure or other eyesore, they may be permitted on a temporary basis. In particular, the use of gables or sides of buildings for the exhibition of advertising structures will not be permitted.

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

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

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

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

The requirements of this Section of the Plan relating to advertising are set out under the provisions of Section 26(6), paragraph 9 of Part IV of the Third Schedule of that Act and paragraph 20 of the fourth schedule of the Local Government (Planning and Development) Act 1990.

3.5 AGRICULTURAL DEVELOPMENT

3.5.1 GENERAL

This Section of the Plan outlines the Council's standards in respect of agricultural development. As the village is not a scheduled town within the meaning of the Planning Acts certain agricultural developments may be exempt from planning permission subject to the criteria laid down in Exempted Development Regulations No. 86 of 1994. The Council will operate the relevant legislation in the light of ensuring the continued viability and use of existing farming enterprises and their development in accordance with environmental criteria and the policies and objectives contained in this Plan.

3.5.2 POLLUTION CONTROL

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

3.5.3 DESIGN

In the construction and layout of agricultural buildings, the Council will have as its objective the sympathetic siting of these buildings in the landscape so that they can be

properly integrated over time. In this regard, the provision of tree planting, including shelter belts and screening, will be required.

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

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

3.5.4 TREE PLANTING/HEDGEROWS

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

It is Council policy to retain existing stands of trees, individual trees and hedgerows of visual amenity importance. In any proposals for tree-felling, the Council will consider the making of Tree Preservation Orders where appropriate.

3.5.5 AGRICULTURAL-RELATED INDUSTRY

Agricultural-related industrial development may be permitted within the agricultural zone where it does not conflict with amenity or the viable use of farm holdings for agriculture, forestry or bloodstock purposes. Other considerations which will arise in such developments will be traffic safety, pollution control, and the satisfactory treatment of effluents, smells and noise. Proper provision for disposal of liquid and solid wastes will have to be made. In addition, the size and form of buildings and the extent to which they can be integrated into the landscape, will be factors which will govern the acceptability or otherwise of such development.

3.5.7 DRAINAGE AND INDIVIDUAL HOUSES

Sites for houses in rural areas without main drainage shall generally be half an acre, at least, in extent. In all cases, the provision of septic tanks and their associated percolation systems must comply in full with the standards set out in SR6: 1991, as published by EOLAS under the title "Septic Tank Systems - Recommendations for Domestic Effluent Treatment and Disposal from a Single Dwelling House". This does not preclude the use of other effluent treatment systems where these systems would meet the standards set out in SR.6 : 1991.

3.6 PLANNING ADVICE AND GUIDANCE

3.6.1 PLANNING CLINICS

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

3.6.2 PUBLICATION OF GUIDANCE

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

3.6.3 CO-OPERATION WITH VOLUNTARY BODIES

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