

KILDARE COUNTY COUNCIL

**STRAFFAN LOCAL AREA
PLAN 2002**

29th July 2002

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

Contents

| | | | | | |
|------------|--|----|--|--|----|
| 1.0 | Introduction | 1 | | | |
| 1.1 | Planning & Development Act 2000 | 1 | | | 28 |
| 1.2 | Purpose of Plan | 1 | | | 28 |
| 1.3 | Plan Process | 1 | | | 30 |
| 1.4 | Straffan Development Plan 1985 | 1 | | | 32 |
| 1.5 | Public Display | 1 | | | |
| 2.0 | Strategic Background | 2 | | | 33 |
| 2.1 | Context | 2 | | | 33 |
| 2.2 | National Policy | 2 | | | 33 |
| 2.3 | Regional Policy | 4 | | | 35 |
| 2.4 | Local Policy | 5 | | | 45 |
| 3.0 | Strategic Assessment | 7 | | | 60 |
| 3.1 | Introduction | 7 | | | 60 |
| 3.2 | Issues | 7 | | | 60 |
| 3.3 | Strategy | 14 | | | |
| 4.0 | Development Objectives & Policies | 17 | | | 63 |
| 4.1 | Introduction | 17 | | | |
| 4.2 | Population | 17 | | | |
| 4.3 | Housing | 17 | | | |
| 4.4 | Employment | 19 | | | |
| 4.5 | Education | 20 | | | |
| 4.6 | Amenity & Recreation | 20 | | | |
| 4.7 | Village Core | 21 | | | |
| 4.8 | Retail & Commercial | 21 | | | |
| 4.9 | Transportation & Communication | 22 | | | |
| 4.10 | Community/Social Development | 23 | | | |
| 4.11 | Water Supply, Sewerage & Waste Management | 23 | | | |
| 4.12 | Conservation, Built & Natural Heritage | 24 | | | |
| 4.13 | Tourism | 25 | | | |
| 4.14 | Environmental Improvements | 25 | | | |
| 5.0 | Zoning & Development Standards | | | | |
| 5.1 | Rationale for Land Use Zoning | | | | 28 |
| 5.2 | Principles for Land Use Zoning | | | | 28 |
| 5.3 | Land Use Zoning Matrix | | | | 30 |
| 5.4 | Development Control Standards | | | | 32 |
| 6.0 | Design Guidelines | | | | |
| 6.1 | Defining Character of the Village | | | | 33 |
| 6.2 | General Design Guidelines | | | | 33 |
| 6.3 | Site Briefs | | | | 35 |
| 6.4 | Environmental Improvements | | | | 45 |
| 7.0 | Kildare Hotel & Country Club | | | | |
| 7.1 | Masterplan | | | | 60 |
| 7.2 | Management Plan | | | | 60 |
| 8.0 | Likely Significant Effects on the Environment of implementing the Specific Objectives of the Straffan Local Area Plan | | | | |
| | Appendix 1 Development Standards | | | | 68 |

1.0 Introduction

This Local Area Plan has been prepared in accordance with the requirements of the Local Government (Planning & Development) Acts 1963 – 2000 and the Planning & Development Regulations 2001 inclusive. The Plan provides for the immediate development requirements of the area in the forthcoming 6 year period and is consistent with the Kildare County Development Plan 1999. Although a village plan a number of issues of strategic importance are relevant such as roads infrastructure and the staging of international events at the K Club and for this reason the Plan has a strong strategic component.

The Plan, when adopted, will be known as the *Straffan Local Area Plan 2002*. In the text it may be referred to as 'the Plan' or 'this Plan', save where the context requires otherwise. 'The Council' or the 'Planning Authority' shall mean Kildare County Council. It is intended that the majority of this Plan's objectives are, where feasible, to be implemented within 6 years from the date of its adoption by the Council.

1.1 Planning & Development Act 2000

Section 18-20 of the Planning & Development Act 2000 outlines the statutory process for the preparation and adoption of Local Area Plans. Under the provisions of Section 18 (4)(b) of the Planning & Development Act 2000 where the provisions of a Local Area Plan conflict with the provisions of the County Development Plan the provisions of the Local Area Plan shall cease to have any effect. Under Section 19 (2) of the Planning & Development Act 2000 the Local Area Plan must be consistent with the objectives of

the County Development Plan.

1.2 Purpose of the Plan

This Plan has been prepared to provide for the future development of the village of Straffan and to allow for the sustainable and planned development over the coming years, having particular regard to the staging of the Ryder Cup 2006 at the Kildare Country Club.

1.3 The Plan Process

The Plan has been prepared following a two stage process. Firstly, survey and analysis of the physical, social and economic fabric of the village and its hinterland was carried out. Secondly, a consultation process facilitated the local community, individuals and organisations making submissions to the County Council.

1.4 Straffan Development Plan 1985

The development plan for the village is the Straffan Development Plan 1985. Relevant objectives and policies of the 1985 Development Plan have been carried forward in this Plan in accordance with the proper planning and sustainable development of the area.

1.5 Public Display

This Local Area Plan will be on public display for a minimum of six weeks in accordance with Section 20 (3) of the Planning & Development Act 2000.

2.0 Strategic Background

2.1 Context

Straffan is situated 29km from Dublin City lying south of the R403 Celbridge-Clane route, at the convergence of a number of minor roads. It is approximately 5km from Celbridge and 13km from Naas. The location of Straffan between two strategic transportation corridors, N4 and N7, and within the Greater Dublin Area has resulted in increasing development pressure on the village and its immediate hinterland and has given rise to through traffic.

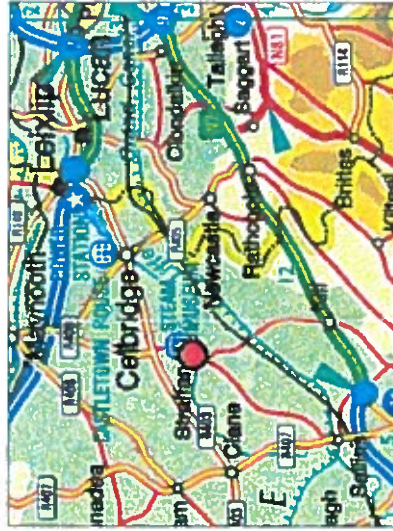


Figure 2.1: Straffan in Context

The proximity and ease of access of Straffan to Dublin and other towns in the north east of Kildare has resulted in the village becoming a dormitory settlement dependent on the larger settlements e.g. Maynooth, Celbridge, Liffey Valley, to meet local needs. This Plan addresses the future development of the village in both a strategic and local context.

2.1.1 Catchment Area

Although housing, services and amenities are situated within the village centre much of the local population resides outside of this area, along the main approach roads to the village. Figure 2.2 illustrates the District Electoral Division of Straffan (as identified by the voting register) which extends far beyond the village. The existing village of Straffan and proposed development boundary is illustrated in Figure 2.3.



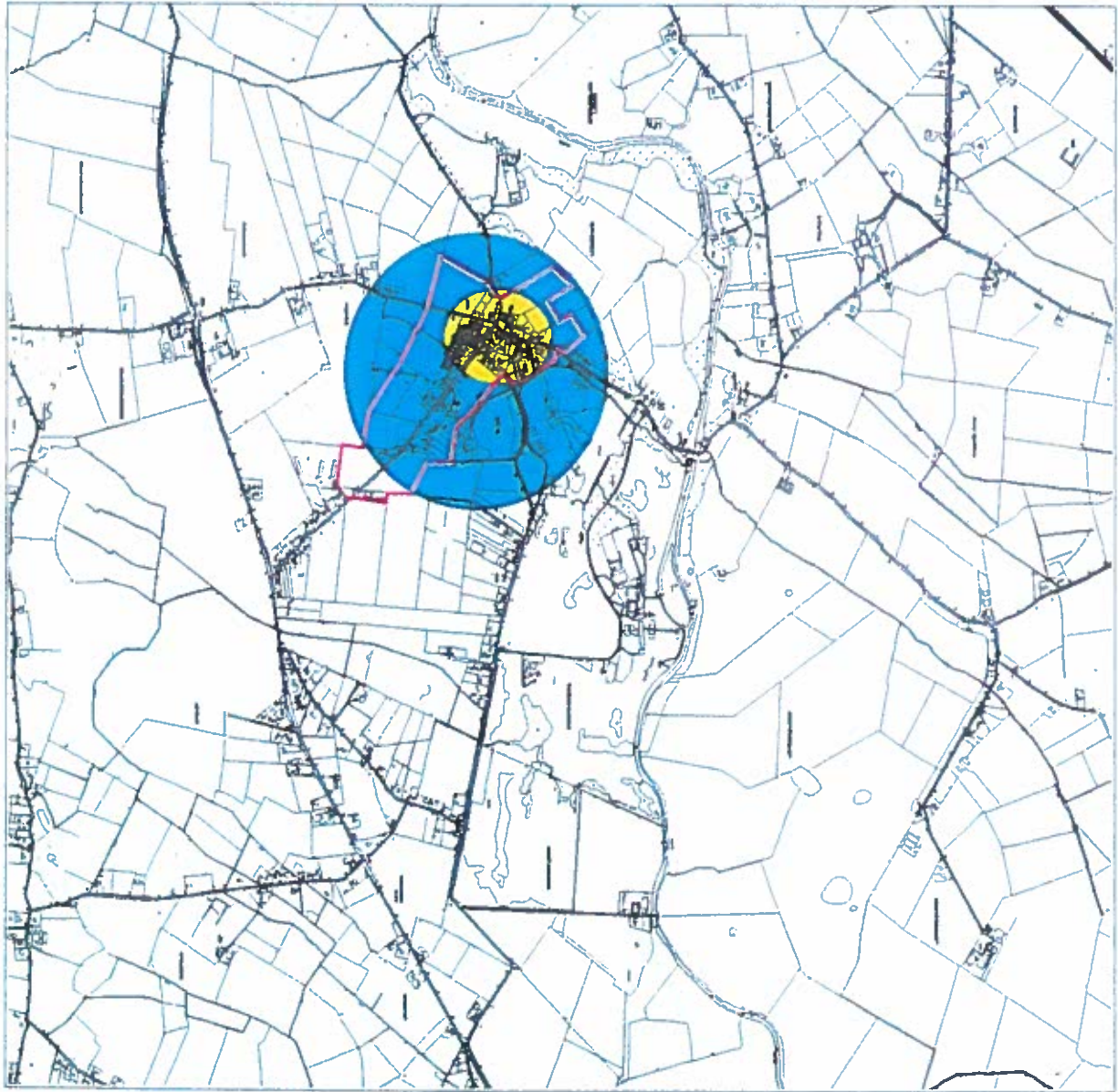
Figure 2.2: Straffan District Electoral Division

The following documents at national, county and local level have relevance to the village of Straffan.

2.2 National Policy

In 1992 Ireland endorsed Agenda 21, a major blueprint as to how sustainable development may be promoted. Sustainable develop-

Figure 2.3: Straffan In Context



ment is defined as "development that meets the needs of the present without compromising the ability of future generations to meet their own needs."

2.2.1 National Strategy for Sustainable Development

In 1997 the Government published the National Strategy for Sustainable Development. This strategy provides a framework for the achievement of sustainability at local level. It requires that planning authorities should incorporate policies to support the objectives of the Strategy into their Development Plans. The Strategy highlights the need for Local Authorities to strategically examine settlement patterns, development requirements and infrastructural needs and minimise excessive suburbanisation. The Strategy notes that state funding for infrastructural development will not be provided in the event of overzoning. Higher residential densities are encouraged particularly on sites in proximity to public transport nodes.

For the purposes of this Local Area Plan seven key objectives have been identified to promote the principles of sustainable development:

- (1) Promote and facilitate development which will enhance the physical, economic, and social profile of Straffan.
- (2) Minimise the consumption of natural resources, this includes land.
- (3) Preserve the quality of the landscape, open space and material assets, e.g. River Liffey, in Straffan.
- (4) Protect the integrity of the built and natural environments from damage caused by insensitive development proposals.

- (5) Reduce the necessity for car based travel by providing local services to meet local needs.
- (6) Encourage the use of public transport.
- (7) Promote the involvement of the local community in discussion on environmental sustainability issues.

2.3 Regional Policy

2.3.1 The Mid-East Regional Report

This document outlines the needs and development requirements of the Mid-East Region, the provision and co-ordination of the constituent development plans and the inter-relationship of the region with Dublin. Among the planning and transportation issues relevant to Straffan are:

- The dominance of Dublin is leading to an unsustainable transport and settlement pattern in the area most adjacent to the city.
- The River Liffey is under threat from a variety of sources, and that there is a need to investigate the long term sustainable utilisation of this important river.
- There should be an increased emphasis on public transport.
- A Settlement Strategy is proposed to counter over-emphasis on the Liffey Valley and to counter unsustainable ribbon development and one-off housing in the countryside.

2.3.2 Strategic Planning Guidelines for the Greater Dublin Area

This document outlines the strategic guidelines for the future growth of the Greater Dublin Area within which Straffan is situated. In the future it is envisaged that the Greater Dublin Area will have a much improved transportation system, with a better balance between public and private transport. A sustainable settlement strategy will offer choice in terms of residential and employment location and will create a clearer demarcation between urban and rural areas.

The overall strategy outlined in the guidelines envisages the consolidation of the Metropolitan Area of Dublin and the concentration of development into major centres in the Hinterland. These 'development centres' will be separated from each other by 'Strategic Green Belts'.

Straffan is situated within the Metropolitan Area of Dublin. It is noted that the Kildare County Development Plan identifies Straffan as a settlement within a County context.

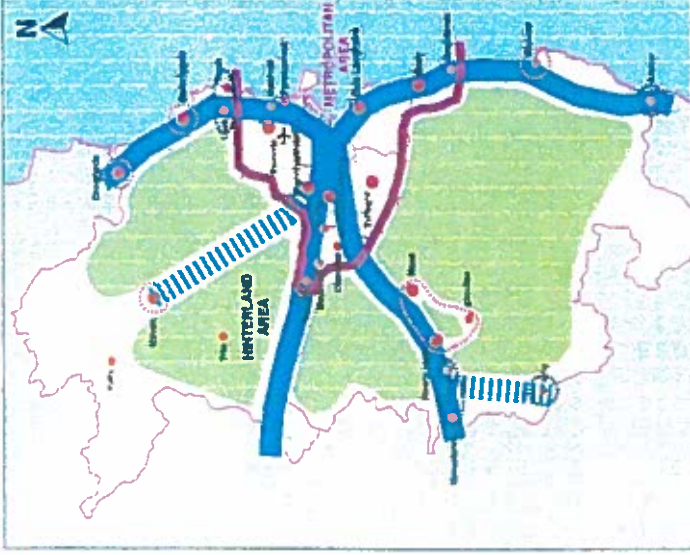


Figure 2.3: Overall Strategy for the Greater Dublin Area

2.4 Local Policy

2.4.1 Kildare County Development Plan 1999

The basic aims of the Kildare County Development Plan, adopted in 1999, are outlined below:

- To promote balanced social, physical and economic development in County Kildare.
- To promote environmental sustainability.

- To ensure orderly and balanced use of the resources of the county.
- To preserve and improve the amenities of the county, both natural and man made.
- To make maximum use of, and participate in, European Union initiatives.

The County Development Plan recognises that the proximity of Straffan to the Dublin Metropolitan Area has resulted in increasing development pressure because of the desire and need for those who work in Dublin to live outside it in places like Straffan and increased mobility for those that own a car.

The Kildare County Development Plan 1999 designates Straffan as a "Special Village" because it possesses an overall special amenity character and quality. According to the County Development Plan it will be the policy of the Council that this character and quality will be retained. All new developments will have to meet this requirement. It will also be Council policy to encourage amenity and environmental improvement schemes to the village, so as to enhance its character.

3.0 Strategic Assessment

3.1 Introduction

This chapter is divided into two sections, the first section provides an analysis of the existing circumstances in Straffan and the second outlines a vision statement and a range of possible strategic options for the future development of the village.

3.2 Issues

3.2.1 Population

The population of any area is one of its most important resources. It also has significant impacts on the demand for both resources and facilities.

| | 1986 | 1996 | % Change |
|----------------|---------|---------|----------|
| Kildare County | 116,247 | 134,992 | 16% |
| Straffan DED | 1,223 | 1,358 | 11% |
| Straffan | 303 | 341 | 13% |

Source – Census of Population 1996 and 1986

According to the Census of Population (1996) the population of the village of Straffan has remained static at 341 persons in both 1991 and 1996, having risen from 303 persons in 1986.

The above table illustrates the population increases at county and local level over a ten year period. The above growth in population

reflects increasing growth in the north east of County Kildare as a result of commuting to/from Dublin from the area.

While the overall population of Straffan has increased between 1986-1996, the number of children of school going age has declined. The proportion of the population under 15 years has declined from 35% in 1986 to 30% in 1996. It would appear that the age profile of the village is increasing. The reduction in the school going population reflects smaller family sizes in the area which are

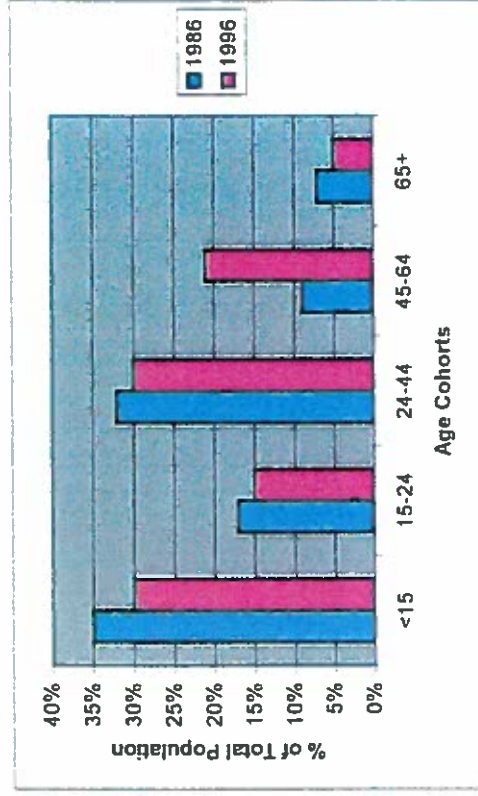


Figure 3.1: Age Structure of Population
Source: Census of Population 1996

consistent with national trends that have seen average household sizes fall. The average household size of Straffan has fallen from 3.94 in 1986 to 3.67 in 1996.

The increase in the population of the study area can be attributed to a rise in the number of adults (persons over 15 years) residing

in the area. There was an increase in the adult population of 22% over the period 1986-1996.

In order to project the future population of Straffan the District Electoral Division was taken as the baseline area for two reasons:

- Firstly, due to the limited size of Straffan village detailed population data has not been recorded, other than the overall size of population, in the Census of Population.
- Secondly, the village of Straffan serves a local catchment, which is essentially Straffan DED. Therefore changes in the population of the DED and consequently the catchment of the village, need to be considered given the potential for the village to provide a central location for the broader community.

The population projection prepared for Straffan DED is based on a Cohort Analysis Model that seeks to project population changes into the future based on the recent intercensal trends (between the 1986 and 1996 Census), the composition of the population as recorded in the 1996 Census of Population as well as changes in migration, fertility and mortality. The model used reflects local changes in population characteristics that may otherwise be lost in overall patterns of change at the County level.

Growth Scenario 1

Based on a continuation of established trends and patterns in the local DED population a breakdown of the population projection for the years 2001, 2006, 2011 and 2016 are provided in Table 3.2.

| | 1996 | 2001 | 2006 | 2011 | 2016 |
|--------------|-------|-------|-------|-------|-------|
| Straffan DED | 1,358 | 1,442 | 1,465 | 1,525 | 1,524 |

Figure 3.2: Growth Scenario 1

In the short term the population will continue to increase reaching a peak in 2011 and then begin to decline by 2016.

Growth Scenario 2

The above population projections are only likely to represent the baseline level of local population over the coming years. This is due to the fact that subsequent to the 1996 Census of Population a large number of residential properties have been constructed in the local area. Since 1996 Kildare County Council have granted permission for 167 residential units in the Straffan area, most of which have been built.

According to the County Housing Strategy for Kildare the average household size in the County is 3.1 persons. In applying this figure of 3.1 persons per household to the residential units granted planning permission in the area an actual increase of 518 persons may have occurred. This would increase the actual population in 1996 to 1,876 in 2001. Table 3.3 details the projected population based on these figures as a result.

| | 1996 | 2001 | 2006 | 2011 | 2016 |
|--------------|-------|-------|-------|-------|-------|
| Straffan DED | 1,358 | 1,876 | 2,325 | 2,666 | 3,216 |

Figure 3.3: Growth Scenario 2

A continuation of current trends will result in a doubling of the 1996 population figure by 2011, with a continued increase to 2016.

The population of Straffan DED has the potential therefore to grow to between 1,500 and 3,200 persons by 2016.

Development Boundary Population

In order to estimate the current population within the proposed development boundary of Straffan planning permissions granted specific to the development boundary were estimated. Research indicates that 7 residential units have been granted permission within the development boundary since 1996, assuming that these have been constructed and using the average county household size of 3.1, this results in an estimated population equivalent of 22 persons. Therefore the sum of the 1996 population of 341 persons and the estimated population of 22 persons results in a current population of approximately 363 persons within the village of Straffan.

3.2.2 Housing

An increase in adult population together with a general decline in the average household size leads to an increase in the demand for residential development. Housing needs stem not just from a large population increase, but from factors such as new household formation, smaller households and increased longevity. Even if the population of an area were to remain static there would still be a need for additional houses. If the appropriate mix of housing and other facilities does not develop in step with demographics, young people will migrate from the area to take up residence elsewhere. This will result in the dilution of a vibrant and vital community. In the last number of years builders and developers in Straffan have developed one off houses priced at the upper end of the market which have been inaccessible to the local population. It is

necessary to encourage the balanced growth of the population through the provision of a mix of housing types and appropriate amenities.

The majority of new houses developed are one-off dwelling units along the main approach roads to the village. Existing public sector housing provision is located in the village centre. The main private sector housing scheme is at Coarsemoor, New Road. The majority of new housing development is situated along New Road and within the K Club lands. Straffan is currently experiencing significant pressure for housing development resulting in increasing housing and development land prices.

3.2.3 Employment and Unemployment

It can be seen from Table 3.4, that there has been growth in those employed over the period 1986-1996 within Straffan DED. Increased employment opportunities have risen due to the growth of the Dublin Metropolitan Area and surrounding towns such as Naas, Celbridge and Maynooth both economically and physically coupled with infrastructural improvements. In 1996 the unemployment rate stood at 7 per cent which was significantly lower than the national average of 14.8 per cent of that year.

| | 1986 | 1996 | % Change 1986-1996 |
|-------------------|------|------|--------------------|
| Employed | 95 | 129 | +36% |
| Unemployed | 17 | 16 | -6% |
| Unemployment Rate | 9% | 7% | -2% |

Table 3.4: Employment and Unemployment in Straffan
Source: Census of Population 1996

The Kildare Hotel & Country Club is the largest employer in the area with 189 fulltime and 40 part time staff, this rises to 210 full-time and 60 part time employees during high season. Cobb Ireland Ltd. employs approximately 20 persons between its premises at New Road and Ladycastle. Agricultural employment in the area fell from 85 persons in 1991 to 79 in 1996. Such favourable employment and unemployment trends reflect positively on the operation of the labour market of the Dublin area and the surrounding towns in Kildare and on Straffan itself.

3.2.4 Education

Straffan National School is the only educational facility in the village which currently has a role of 180 pupils, an increase of 12 pupils over the 2000 figure. The school has six classrooms and an extension has recently been completed to provide a general purpose facility i.e. staff room, computer room etc. Approximately fifty per cent of the pupils in the school are residents of neighbouring settlements, such as Celbridge and Clane, rather than the village. The school is currently at capacity and an additional classroom will be required next year.

Any increase in the growth of numbers of pupils of primary school going age will put pressure on Straffan School. Therefore in order for the school to accommodate any future growth, additional facilities are required. Even in the short term sporting facilities such as a football pitch, are necessary.

3.2.5 Amenity and Recreation

The village's GAA club has two pitches and the soccer club has

the use of two pitches for active recreational use. Any population growth in the village would necessitate more facilities such as a training pitch. There is a lack of passive recreational space in the village as it is surrounded by large farm holdings and demesne lands with informal/formal walks most of which are in private ownership.

The River Liffey, which flows along the southern edge of the village, is a resource in terms of both passive and active recreation which is not currently utilised to its full potential. The Kildare Hotel & Country Club provides leisure, golf and fishing facilities for its members and is a well used amenity for local residents who are not members but use the grounds for leisure walks. Both the local angling club and gun club use local lands. Membership of these is open to all local applicants. There are a number of walking routes around the village which are no longer in use due to the development of land in the area. Due to the lack of footpaths and narrow road alignments pedestrian activity is limited.

The improved provision of active and passive recreation facilities is necessary in order to sustain a balanced growth in population.

3.2.6 Retail and Commercial

There is currently one convenience store which includes petrol pumps and a post office, and a public house in the village centre. This is insufficient to meet present and future needs and encourages travelling predominantly by car to other shopping centres even for local needs.

The village centre plays an important community and social role

and is important for essential day-to-day needs. It is vital that this role is sustained and enhanced in the future.

3.2.7 Transportation and Communication

Straffan is situated midway between the N4 and N7 motorways, approximately 7 km from each. This has resulted in the village serving as a connection linking the two national routes with increasing volumes of traffic passing through the village causing greater use of roads and road junctions within the village that were not designed to accommodate large vehicles such as HGVs and the current large volumes of traffic. There is consequently an increased hazard to pedestrians and cyclists.

The roads leading to the village are rural in character, with poor alignment and are narrow. To the north and west of the village lies the R403 Celbridge to Clane route which connects with all the approach roads that lead to the main junctions in the village. The existing road network is outlined below.

- The road between the R403 and the N7 (Naas Road) is rural in character with a very poor alignment and road cross section. The width of the road regularly reduces to 5m or less, with sharp 90° turns throughout its length. There are also a number of hump backed bridges along its length which significantly reduce forward visibility. A footpath extends, along the western edge of the road, from the village to Straffan Bridge
- New Road - This road connects as a T-junction with the R403 to the west of Barberstown Cross Roads. It has a carriageway width of 6m and provides access to the housing area of

Coarsemoor and the national school. This road has good alignment and surfacing. A footpath serves that stretch of the road between the village and the school. The road serves as part of the connection loop of the public bus which serves the village.

- Bohereen Road - This road connects with the R403 at Ovidstown and provides access to the K Club and the site of the proposed tourism and leisure facility development. This road has narrow carriageway width and poor horizontal alignment with open ditches to either side of the roadway. There are also a number of sharp 90° bends along the length of the road. A footpath is provided, along the northern edge of the roadway, from the village to the church ruins.
- Barberstown Road - This road connects with the R403 adjacent to Barberstown Castle. The road is approximately 5m carriageway with no footpaths. It has poor alignment and surfacing. There is a bus stop adjacent to the entrance to Barberstown Castle. The road serves as part of a connection loop route for the public bus serving the village.
- Ardrass Road - This road is rural in character with little development of it. This road provides access to the soccer pitch, GAA grounds and the Steam Museum. It is approximately 3.5m-4m in width with no footpaths.

There is a regular public bus service serving Straffan travelling between Dublin and Edenderry via Celbridge. Approximately two buses per hour serve the village in the direction of Dublin while, one per hour serves the village in the direction of Edenderry. The

"Arrow Train" service serves the train stations at Maynooth, approximately 8km from Straffan, Hazelhatch 6km from Straffan and Sallins, 12km from the village.

Transportation in Straffan is a local and strategic issue. Strategically, the discouragement of the use of the village as a through route for vehicular traffic and the recognition of Straffan as a commuter village and the resulting impacts on public transportation are necessary. At a local level the upgrading and environmental improvement of the approach roads and the public transport service and facilities are necessary.

3.2.8 Community/Social Development

Both the Tidy Towns Committee and Straffan Development Association are active within the village. Straffan has two churches, Church of Ireland and Catholic, which serve the local community. A Community Hall, owned by the community, situated at New Road provides a facility for local group meetings and sports groups.

Community facilities are essential to the well being and social fabric of settlements. Therefore it is necessary in assessing the future growth of the village to ascertain the requirements of such facilities and the mechanisms by which enhanced and new facilities can be provided.

3.2.9 Water Supply, Sewerage and Waste Management

Water in Straffan is supplied by the Mid-Regional Water Supply Scheme which is satisfactory to accommodate both existing and

future development in the area, provided that the local distributor is enlarged.

The village is currently served by a communal septic tank, situated at Straffan Bridge, which is at full capacity restricting any future development.

Surface water flooding occurs in the village during times of high rainfall. An investigation into which is currently being undertaken by Kildare County Council.

3.2.10 Conservation, Built and Natural Heritage

The village of Straffan has the unique characteristic of being a village of historical and architectural interest in a rural setting within 30km of Dublin City. Within the village itself there are buildings of historical and architectural interest, e.g. church ruins and graveyard, the Church of Ireland and Catholic churches, and the Lych Gate.

The village is surrounded by large farm holdings and demesne lands, including the K Club. In many ways and in certain directions these act as a physical constraint to the spatial development of the village. This prosperous and well ordered landscape with its large farms and extensive regularly shaped fields enclosed by a combination of ditches and hedgerows is a legacy of the agricultural improvements sponsored by the landowners of the 18th and 19th centuries.

It is essential that any future development within and in the vicinity of Straffan has regard to the existing natural landscape and built

heritage of the area.

3.2.11 Tourism

The main tourist attraction in Straffan is the K Club for leisure uses and also the staging of the annual European Cup. The Steam Museum, Morell Park and Butterfly Farm attract seasonal visitors who are mainly 'day trippers'.

It is proposed to develop a new tourism and leisure facility on the Bohereen Road.

There are currently four registered B&Bs, Barberstown Castle Hotel and the K Club to accommodate tourists within the area. The village is favourably situated to avail of passing trade. The enhancement and promotion of existing attractions and the development of additional facilities will enhance the attractiveness of the village and the competitiveness of the local economy.

3.3 Strategy

3.3.1 Vision Statement

Having considered the above issues affecting the existing development of Straffan the development options for the village must be carefully considered and led by a vision statement which will guide the future sustainable development of the village. In recognition of Straffan's 'Special Village' status, as designated in the County Development Plan, we recommend that the future vision for Straffan is for:

- 4) To ensure that all future development is of maximum social benefit to the community.
- 5) To improve the quality of life for the existing and future population in the village.
- 6) To encourage local employment opportunities.
- 7) To promote infrastructural improvements such as sewerage and roads.
- 8) To encourage public participation in the implementation of the Local Area Plan.
- 9) To promote development works and investment that will improve the visual appearance and physical attractiveness of the village and its approaches.

A special village settlement reconciling the need to accommodate sustainable future development with the need to preserve and enhance the intrinsic physical character of the village, its sense of community and quality of life of its residents.

In order to achieve this future vision for the village the following aims/objectives will inform the Local Area Plan strategy in general and the policies, objectives and proposals in particular.

- 1) To provide a Local Area Plan that meets the strategic and local needs of the village and that has the full support of and is capable of being implemented by the local community, stakeholders, developers and Kildare County Council.
- 2) To protect and enhance the natural and built environment, and the intrinsic character of the village.
- 3) To ensure that all future development derives maximum physical and economic benefit to the village.

3.3.2 Strategic Options

On the basis that there ought to be some form of future growth in Straffan there are effectively three strategic development options for the village and its hinterland. These are identified along with the potential consequences of each considered against the aims and objectives of the County Development Plan and the Local Area Plan's Vision Statement.

Option 1

Restrict any future development of Straffan and its hinterland.

Option 2

Control any future development accommodating a limited level of growth in order to provide for local needs in terms of housing, services, infrastructure, community and social facilities to preserve its intrinsic village character.

Table 3.5: Assessment of Strategic Options

| Assessment Criteria | Option 1 | Option 2 | Option 3 |
|---|----------|----------|----------|
| Strategic Objectives | | | |
| Fully support and implementable by community, stakeholders, developers & Kildare County Council | x | ✓ | x |
| Protect and enhance natural and built environment | ✓ | ✓ | x |
| Derive maximum physical and economic development | x | ✓ | ✓ |
| Derive maximum social benefit | x | ✓ | ✓ |
| Improve quality of life | x | ✓ | x |
| Encourage local employment opportunities | x | ✓ | ✓ |
| Promote infrastructural works | x | ✓ | ✓ |
| Encourage public participation | x | ✓ | x |
| Improve visual appearance and physical attractiveness | x | ✓ | x |
| National Policy | | | |
| Enhance the physical, economic and social profile | x | ✓ | x |
| Minimise the consumption of natural resources | ✓ | ✓ | x |
| Preserve the quality of landscape, open space and material assets | ✓ | ✓ | x |
| Protect the integrity of the built and natural environments | ✓ | ✓ | x |
| Reduce the necessity for car based travel | x | ✓ | ✓ |
| Encourage use of public transport | x | ✓ | ✓ |
| Involvement of local community in discussion on environmental issues | ✓ | ✓ | x |
| Regional Policy | | | |
| Long term sustainable utilisation of River Liffey | ✓ | ✓ | x |
| Increase emphasis on public transport | x | ✓ | ✓ |
| Counter unsustainable ribbon development | x | ✓ | x |
| Create a clearer demarcation between rural and urban areas | x | ✓ | x |
| Local Policy | | | |
| Promote balanced social, physical and economic development | x | ✓ | x |
| Promote environmental sustainability | x | ✓ | x |
| Ensure orderly and balanced use of resources | x | ✓ | x |
| Preserve and improve both natural and man made resources | x | ✓ | x |

Option 3

Promote and encourage to the maximum the expansion of the village in terms of population, services and facilities.

In order to assess the appropriateness of the three strategic options which will underpin all successive policies and proposals a matrix has been produced which assesses the merits of each strategic option against what are considered the key elements of the proper planning and sustainable development of the Plan Area.

From the assessment in Table 3.5 it is clear that Strategic Option 2 is the one that best meets the objectives of the Plan identified from the consultation and also meets the other objectives from national, regional and local policy.

By preventing the future development and growth of Straffan, as proposed in Option 1, the deterioration of the village in terms of community facilities, services and infrastructure would result. Option 1 conflicts with the stated objectives of this Plan and national, county and local policy.

Option 3 promotes the expansion of the village to maximum effect in terms of population, services and facilities. An increasing population would result in the provision of supporting facilities and services however the sense of community and the intrinsic village character of Straffan would be seriously eroded.

3.13 Preferred Strategy

It is considered that Strategic Option 2 will - deliver the necessary improvements to infrastructure including roads, water and sewerage;

assist in maintaining the high scenic environmental and ecological quality of the Plan Area; deliver the best conditions for improved service and facilities; provide an improved quality of life while finally, maintaining the 'special village' status of Straffan and its sense of community.

4.0 Development Objectives & Policies

4.1 Introduction

Within the context of Strategic Option 2 as the most appropriate strategy for the village and its hinterland the relevant policies and objectives are outlined below.

4.2 Population

The key policy of the Council is to accommodate the natural growth of the village in terms of local needs and to encourage limited in-migration in order to retain the intrinsic rural character of Straffan. This will assist in supporting a range of services and facilities to serve a local need.

It is necessary to identify a target population for the village so that an appropriate amount of land is zoned, that land is used efficiently, that social and community facilities can be planned with some degree of certainty and finally to ensure that there is sufficient general environmental, sewerage and water capacity.

In identifying a sustainable target population a number of factors were taken into consideration. These are as follows:

- The need to ensure that the growth of Straffan does not conflict with the Settlement Strategy of the County. The preferred County development strategy ensures a balanced development of the county by steering development towards the centre of the county namely Newbridge/Naas/Kilcullen rather than allowing development to concentrate, as dictated by the market, to the north east of the County.
- Any growth of the town will be directly related to the availability of water and sewerage facilities available to serve proposed developments, the provision of community facilities and the development of a satisfactory traffic and circulatory system.

- The need to provide an age balanced population to support a range of services and facilities in the village.
- The need to protect and enhance the natural and built environment and promote the principles of sustainability by providing local service needs within the village.

Having regard to the above factors a population target of 1,000 persons is deemed appropriate over the plan period, that is until 2008. This is broadly consistent with the population target identified in the County Development Plan. This figure also takes account of likely natural growth.

It is the policy of the Council to:

Set a target of 1,000 persons which will determine all planning policies and objectives.

To review this target population over time.

Objectives

P1 To zone sufficient land to meet this target with regard to development constraints, land ownership, a changing market and changing economic circumstances.

P2 To encourage development which will broaden the age profile of the village and which will result in a vital and vibrant community.

4.3 Housing

In planning for new housing the County Development Plan has two key objectives:

- (1) To provide sufficient land on suitable sites so that the population target and local housing needs will be met.

(2) To ensure a supply of social and affordable housing is brought forward to provide proper choice and promote quality of life for all residents of the area irrespective of their financial means.

In accordance with the Planning & Development Act 2000 the County's Housing Strategy has the following objectives which apply to Straffan.

- (1) Ensure a range of housing for residents with different income levels.
- (2) Make provision for social and affordable housing.

To provide for sufficient housing land for the target population of 1,000 it will be necessary to provide approximately 220 units additional to existing provision using an average household size of 2.85, which would take account of average household size projections to 2006 of 2.79 county wide and the fact the plan is to run until 2008.

It is the policy of the Council to:

Have regard to the following considerations in assessing all housing proposals:

- the need for the land to be used economically,
- the capacity of the infrastructure to cater for future population, appropriate density, adequate privacy,
- 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 attractive features on site.

Encourage a mix of housing types and require an element of affordable housing consistent with the requirements of the Planning

& Development Act 2000.

Maximise housing opportunities in the village and its hinterland.

Provide for a range of housing types, tenures and sizes.

Provide housing to meet identified local need.

Provide sufficient affordable housing opportunities.

Objectives

It is an objective of the Council to:

H1 Discourage ribbon development and encourage development especially within infill and gap sites.

H2 Ensure that housing is well located and accessible to essential services and facilities.

H3 Ensure that the design of housing schemes is imaginative and takes account of individual site characteristics and the environmental and physical characteristics of the village.

H4 The proposed scale, height and depth of new housing and housing layouts are sympathetic to both sites and their surroundings but are also consistent with national and regional objectives of increasing densities and ensuring sustainable development.

H5 This Plan identifies specific sites suitable for development and sets outline guidance for these sites.

H6 Apply a maximum density of 8 units to the acre to residentially zoned sites.

H7 Seek through the conversion to modern residential and living requirements the preservation and enhancement of

existing buildings of historic and architectural interest where this will not be prejudicial to the fabric of the building or its setting.

H8 Ensure the highest standard of design, layout, provision of open space and landscaping.

H9 Co-ordinate the provision of roads and other services to all new housing developments.

H10 Ensure that adequate bicycle and pedestrian access is provided to all residential developments.

H11 Preserve existing mature trees and incorporate them into proposed layouts.

H12 Ensure that all extensions, where they require planning permission, are of suitable height, scale and massing.

H13 Provide car parking consistent with the County standards.

4.4 Employment

It is the policy of the Council to:

Facilitate local entrepreneurship, the setting up of local businesses and assist existing local businesses in expanding.

Encourage the development of the bloodstock industry in the area.

Discourage work based commuting to other employment centres by encouraging employment opportunities in the village of a suitable scale and level of development and acceptable level of activity.

Promote the local tourism industry in the area encouraging local employment opportunities for local people.

Provide for a range of employment opportunities for example full time and part time, as well as skilled and unskilled.

Co-operate with the various employment agencies, departments and local organisations in terms of providing employment opportunities.

Objectives

It is an objective of the Council to:

EM1 Accommodate appropriate employment uses within the village core and specifically within the village centre zoning.

EM2 Have a presumption in favour of adapting existing employment uses and buildings to meet modern industrial and employment practices.

EM3 Encourage office based and light industrial uses such as research and development, information technology, and telemarketing availing of the villages proximity to a national university.

EM4 Encourage small scale workshop development utilising local skills.

EM5 Discourage large scale warehousing, industrial and particularly heavy industrial activities from locating in the village for environmental, visually aesthetic and infrastructural reasons.

EM6 Require satisfactory levels of access and parking for all employment generating uses. Parking and access should be to County standards.

EM7 Ensure that unsuitable employment uses are not located in residential or environmentally sensitive locations.

EM8 Ensure that an appropriate level of landscaping is provided with all commercial and office proposals.

4.5 Education

It is the policy of the Council to:

Facilitate the provision of improved existing and additional school facilities.

Liaise with the existing primary school to facilitate where ever possible its expansion.

Promote the provision of additional school facilities through the application of Section 48 of the Planning & Development Act 2000 and the requirement for developers to directly provide such facilities or to provide a financial contribution for the strategic provision of these facilities commensurate with the scale and nature of development proposed.

Cooperate with the Department of Education and Science and the local school management board to provide an adequate number of school places to serve the existing and projected needs of the village.

Objectives

It is an objective of the Council to:

E1 Promote the development of additional facilities for the existing school particularly classrooms and recreation facilities.

E2 Ensure adequate pedestrian access and safe routes to the school consistent with the 'Safe Routes to School' initiative.

E3 Discourage speeding of vehicular traffic in the vicinity of

the school with the provision of traffic calming measures.

4.6 Amenity and Recreation

It is the policy of the Council to:

Enhance the visual attractiveness of the village through environmental improvement works.

Promote local natural resources as amenities to be experienced and enjoyed by all where ever possible.

Encourage the development of walking routes in the vicinity of the village.

Support the provision of additional sports facilities to meet identified needs in the area.

Encourage the development of recreation and leisure facilities in proximity to the village centre.

Objectives

It is an objective of the Council to:

AR1 Investigate the provision of rights of way at Cow's Lane, Parson's Walk and along the River Liffey in line with the provisions of the Planning & Development Act 2000.

AR2 Promote the development of a safe local walking route and improve general access to the River Liffey.

AR3 Protect the amenity and tourist value of the River Liffey, its banks, footpaths and walking routes in conjunction with the aims and objectives of the relevant statutory bodies and local groups.

AR4 Promote the River Liffey as a local facility for fishing and

- canoeing and to provide facilities for this purpose given existing environmental constraints.
- AR5 Protect existing sports and recreation facilities where sufficient demand exists.
- AR6 Assist in providing recreational facilities to meet local needs including those of the school.
- AR7 Contributions to recreation and amenity provision will be expected from developers commensurate with the scale of development proposed.
- AR8 Protect existing open spaces and recreational uses from encroachment of other uses.
- 4.7 Village Core**
- It is the policy of the Council to:
- Establish the village core as the heart of the area, to increase its vibrancy and improve its environment.
- Encourage the beneficial use of vacant or under utilised properties.
- Direct appropriate retail and commercial uses to the village core.
- Objectives**
- It is an objective of the Council to:
- VC1 Preserve the character of the village core.
- VC2 Encourage the undergrounding of utility cables in the village centre.
- VC3 Seek the removal of unnecessary street furniture and clutter.
- VC4 Strictly control advertising and seek to remove existing established signage which is visually obtrusive or out of scale with the character of the village.
- VC5 Encourage mixed use developments within the village core.
- 4.8 Retail and Commercial**
- It is the policy of the Council to:
- Encourage the development of facilities sufficient to meet local needs.
- Discourage car based journeys by providing for local shopping needs.
- Assist in providing a greater range of shopping facilities.
- Objectives**
- RC1 Promote local retail service provision within the village core.
- RC2 Prohibit the development of large scale retail and/or retail warehouses either within the village or in close proximity to it in accordance with the Retail Planning Guidelines 2000 or as they may subsequently be amended.
- RC3 Encourage the upgrading of and extension to existing retail outlets sufficient to meet local retail needs.
- RC4 Encourage a mix of local services that will sustain the village and discourage visits to other settlements for everyday services.

- RC5 Encourage mixed commercial schemes providing a range of retail and commercial opportunities.
- RC6 Encourage the use of upper floors of existing retail and commercial premises for either extended commercial and residential use.
- RC7 New shopfront development should be of a high architectural design, finish and layout and is appropriate to the scale and character of the proposed site and its surroundings. Adequate access for the disabled and mother and child facilities should be incorporated into the scheme. Shopfront design and advertisements should be to a high standard.

4.9 Transportation and Communication

It is the policy of the Council to:

Upgrade the approach roads to the village and improve vehicular, cycling and pedestrian access for local people.

Liaise with Bus Eireann with regard to improving the public transportation service and facilities.

Allocate sufficient car parking to meet local needs, the County standards and on occasion by prior agreement the surplus requirements for major golfing events.

Encourage the use of transport modes other than the car.

Objectives

It is an objective of the Council to:

4.8.1 Roads

TC1 Improve road surface, width and alignment along the Bar-

- berstown Road.
- TC2 Provide speed deterrent signage along all approach roads to the village.
- TC3 Improve road surface, width and alignment along Bohereen Road.
- TC4 Improve road surface and width along Adrass Road.
- TC5 Carry out traffic calming and junction improvements as required.
- TC6 Improve road surface, width and alignment along the Kill Road.
- TC7 Given the increase in traffic, the Ryder Cup and through traffic examine the feasibility for providing an alternative route.
- 4.8.2 Pedestrian
- TC8 Provide footpaths and public lighting at the following locations:
Barberstown Road - Barberstown Cross to Straffan village
Bohereen Road
New Road
- TC9 Refurbish all footpaths in the town and improve access for the disabled where appropriate.
- TC10 Ensure all new footpaths are designed and constructed to cater for the needs of people with disabilities.
- TC11 Upgrade public lighting as the need arises.

| | | |
|-------|--|--|
| 4.8.3 | Traffic and Parking | time to time), and to such other publications and material as may be relevant in the circumstances. |
| TC12 | Ensure adequate parking spaces are provided in all new developments. | 4.10 Community/Social Development |
| TC13 | Provide passive traffic calming measures at appropriate locations in the village. | It is the policy of the Council to: |
| TC14 | Designate car parking bays in village. | Enhance existing community and social facilities. |
| 4.8.4 | Public Transport | Implement Section 48 of the Planning & Development Act 2000 with regard to new and improved social facilities. |
| TC15 | Liaise with Bus Eireann, Iarnród Éireann and private bus operators in ensuring an adequate bus service to and from nearby train stations and other settlements, and in the provision of adequate bus stops at appropriate locations. | Promote social inclusion through making access to existing facilities as open as possible. |
| TC16 | Ensure where possible that all public transport is accessible to the disabled. | Co-operate with the Eastern Area Health Board in the provision of health and social facilities, nursing homes and sheltered housing. |
| TC17 | Promote the development of a local public transport network linking the towns and villages of County Kildare. | Objectives |
| TC18 | Seek the reopening of Straffan rail station to facilitate commuter and tourist traffic and to provide a secure park and ride at station. | It is an objective of the Council to: |
| 4.8.5 | Cycling | CS1 Provide assistance wherever possible to Straffan Development Association and other local community groups. |
| TC19 | Ensure adequate secure bicycle parking facilities are provided as part of new educational, recreational, retail and commercial developments. | CS2 Provide a permanent library on the site dedicated for that use at Coarsemoor. |
| 4.8.6 | Communication | CS3 Encourage the provision of a creche where a need is demonstrated. |
| TC20 | Have regard to the "Guidelines for Planning Authorities" issued by the Department of the Environment and Local Government in July 1996 (or as may be amended from | 4.11 Water Supply, Sewerage and Waste Management |
| | | It is the policy of the Council to: |
| | | Provide water supply in sufficient quality and quantity to serve the needs of the existing and future population. |

Upgrade the sewerage system to serve the needs of existing and future development.

Upgrade surface water drainage.

Ensure that future development is provided in conjunction with the provision of additional capacity.

Objectives

It is an objective of the Council to:

4.11.1 Water Supply

WS1 Minimise wastage in the water supply network.

WS2 Prohibit development on wayleaves to all public water mains.

WS3 Ensure that adequate drainage facilities are provided to meet the needs of all development proposed.

WS4 Arising from the investigation of flooding in the village core ensure measures are undertaken to prevent flooding based on the investigation.

WS5 Phase new development in conjunction with the provision of an adequate water supply.

4.11.2 Sewerage

WS6 Prohibit development on wayleaves to all public sewers.

WS7 Facilitate the connection to mains sewerage at Celbridge.

WS8 Restrict any new development pending the provision of adequate sewerage services.

4.11.3 Waste Management

WS9 Publicise and promote use of bring banks

WS10 Continue to work with and encourage the local community regarding waste management issues through the KIWI (Kildare Integrated Waste Initiative) programme.

4.12 Conservation, Built and Natural Heritage

It is the policy of the Council to:

Encourage the conservation of buildings of historical and architectural merit.

Seek sympathetic ameliorative works.

Preserve and enhance settings of listed buildings.

Seek suitable/appropriate reuse and adaption of existing preserved buildings.

Preserve trees and groups of trees which form a significant feature of the area.

Preserve views and prospects of areas of natural beauty and interest.

Objectives

It is an objective of the Council to:

C1 Assist the Tidy Towns Committee by providing and emptying litter bins.

C2 Preserve certain items and structures of artistic, historic or architectural interest in Straffan which are listed in Table 4.1.

- C6 Ensure that any new development retains existing trees on site.
- C7 Protect trees and groups of trees of special amenity value at the following locations through the use of tree protection orders or by other means:
 - a) to the rear of the Church of Ireland
 - b) at Lych Gate and the graveyard
 - c) at New Road adjacent to village green space
 - d) at village green

4.13 Tourism

It is the policy of the Council to:

Encourage the development of the tourism industry in the area.

Promote the development of local facilities to support tourism.

Objectives

It is an objective of the Council to:

- T1 Support the efforts of Bord Failte, The Midlands East Regional Tourist Authority and the private sector in developing the tourism industry by facilitating tourism/leisure related projects within the Village or in appropriate locations in the immediate vicinity which will enhance the quality and critical mass of tourism/leisure facilities in the Siraffan area.
- T2 Facilitate the holding of the Ryder Cup at the K Club in 2006.
- T3 Protect and enhance the natural and built heritage of the village through various conservation measures outlined elsewhere in this Plan.

C3 Assist owners of preserved structures and buildings in their maintenance and repair through advice and grant aid under the Building Grants scheme operated by the Department of the Environment and Local Government.

C4 Encourage the reuse and preservation of buildings through the favourable consideration of a change of use to a 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.

| Item and Location | Description |
|-----------------------------------|-------------|
| Tower House, Church and Graveyard | Site |
| Ringfort (Rath/Cashel) | Site |
| Catholic Church | Building |
| Church of Ireland Church | Building |
| Lych Gate to Graveyard | Structure |
| Old RIC Barracks | Building |
| Glebe House | Building |
| Cottage on Main Street | Building |
| Wall at Lodge Park | Structure |
| Cottages at Church View | Building |

Table 4.1: Items and Structures Listed for Preservation

C5 Preserve the environs and setting of those items listed in Table 4.1, and illustrated in Figure 4.1, and prevent and exclude any development which would destroy or detract from their amenity value.

4.14 Environmental Improvements

It is the policy of the Council to:

Preserve and improve the existing environmental quality of the Plan Area.

Objectives

It is an objective of the Council to:

- EI1 Promote a pedestrian friendly environment .
- EI2 Remove dereliction and vacancy.
- EI3 Control unsightly and unauthorised advertising.
- EI4 Control litter.
- EI5 Provide sufficient parking.

Figure 4.1: Items for Preservation



5.0 Zoning & Development Standards

5.1 Rationale for Land Use Zoning

A number of principles were followed when considering the zoning of land for future development and the identification of a development boundary. The first is that development is very much constrained by land ownership and by the existence of the K-Club to the south of the Bohereen Road. Secondly, whilst land elsewhere is capable of being developed a target of approximately 1,000 persons as being a sustainable level of growth has been indicated. A third principle that has been applied is that the most sustainable form of development is likely to be the infilling and rounding off of the village and for this reason such sites have been considered most suitable for zoning.

The most substantial land to be zoned is for residential use and the priority in this regard has been to zone land physically connected to existing development and to the north of New Road as being the most logical extension to the built form of the village.

Under the provision of the Planning & Development Act 2000 and given the historic delay in land coming forward for development the Council will reconsider the zonings proposed in this Plan at the end of the plan period with a view to de-zoning land that is unlikely to be zoned in the foreseeable future. The Council will consider the zoning of additional lands following a review of the take up of zoned land.

5.2 Principles of Land Use Zoning

The purpose of land use zoning is to indicate the objectives of the Planning Authority for all lands in its administrative area having regard to the identified requirements of the area to facilitate future growth, the policies and objectives outlined in Chapter 4 and the need to preserve and enhance the natural and built environment for residents and visitors.

A permissible use is one which is generally acceptable in principle, but which is subject to normal planning consideration including policies and objectives outlined in the Plan. An open for consideration use is one which may be permitted where the Planning Authority are satisfied that the development would be compatible with the overall policies and objectives for the zone and would not have undesirable effects on permitted uses. Land uses which are not indicated as 'Permitted in Principle' or 'Open for Consideration' will not be permitted. Lands within the Plan Area which are not zoned are not considered suitable for development at this time. These land use zones are identified in Figure 5.1 overleaf.

5.2.1 Use Zoning Objectives

Zoning Objective A - Village Core

To provide for the development and improvement of appropriate village centre uses.

The purpose of this zone is to protect and enhance the special character of Straffan village and to provide for and improve retail, commercial, cultural and other uses appropriate to the village.

Zoning Objective B - Existing Residential

To protect, provide and improve residential amenities.

This zoning provides for the protection and improvement of existing residential amenity and the provision of new and improved ancillary services.

Zoning Objective C - New Residential

To provide for new residential development.

This zoning provides for new residential development and associated ancillary services. 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, pedestrian and

cycle routes and the landscaping of open space.

Zoning Objective D - Open Space and Amenity

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

The areas included in this zoning objective cover both public and private open space throughout the Plan Area. The aims of this zoning objective include; to protect and provide for recreation, open space and amenity; to protect and maintain public open space; to preserve private open space and to provide recreational facilities. The Council will not normally permit development that would result in the loss of open space within the Plan Area.

Zoning Objective E - Community

To provide for new and extensions to existing community, social and educational uses.

The purpose of this zoning is to ensure that the maximum community and social benefit is derived from any future development in Straffan.

Zoning Objective F - Employment

To promote the development of employment generating uses.

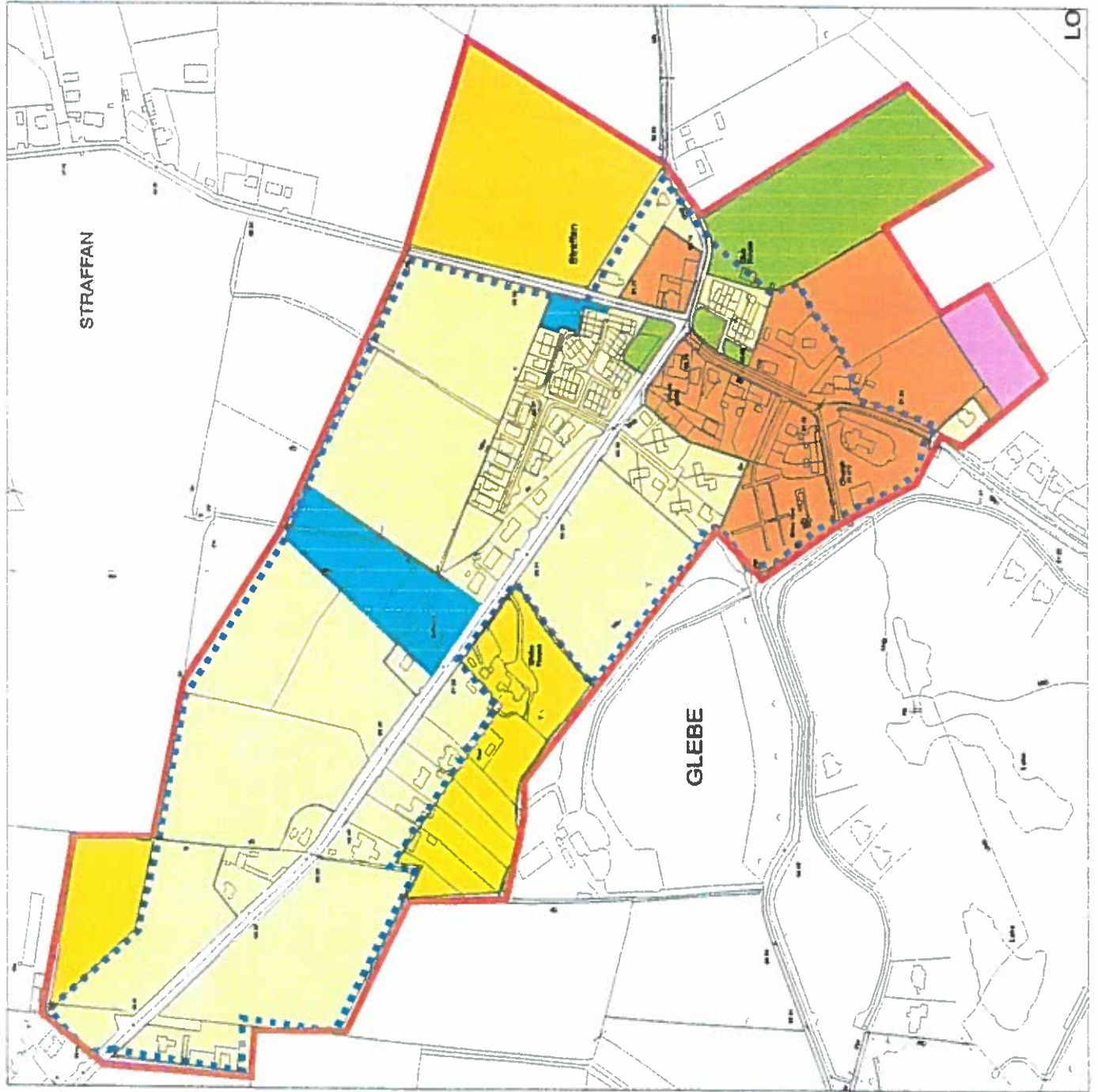
This purpose of this zone is to promote the development of employment generating uses adjacent to the village core but which do not require a street frontage. Permissible uses include office/business park development or small scale workshops. Uses will be considered on the merits of each planning application. Any proposal within this zone should have regard to the character of the village and of neighbouring uses.

5.3 Land Use Zoning Matrix

| Land Use | A | B | C | D | E | F | Land Use | A | B | C | D | E | F |
|--------------------------------|---|---|---|---|---|---|--------------------------|---|---|---|---|---|---|
| Dwelling | y | y | y | n | n | n | Cinema, dancehall, disco | o | n | n | n | n | o |
| Guesthouse/hotel/hostel | y | o | o | n | n | o | Warehouse (wholesale) | n | n | n | n | n | n |
| Restaurant | y | o | o | n | n | o | Industry | n | n | n | n | n | n |
| Pub | y | n | n | n | n | n | Waste Incinerator | n | n | n | n | n | n |
| Shop (convenience) | y | o | o | n | o | o | Utility structures | n | n | n | o | n | o |
| Shop (comparison) | y | n | n | n | n | n | Industry (light) | n | n | n | n | n | n |
| Retail warehouse | n | n | n | n | n | n | Workshops | o | n | n | n | n | y |
| School | y | o | o | o | y | o | Playing fields | o | o | o | y | y | y |
| Medical & Related Consultant | y | o | o | n | y | y | Place of worship | y | o | o | n | n | o |
| Health Centre | y | o | o | n | y | y | Park/playground | y | o | o | y | y | y |
| Nursing Home | y | o | o | n | o | n | Tourist camping site | o | n | o | o | o | o |
| Community Hall & Sports Halls | y | o | o | o | y | o | Tourist caravan park | o | n | o | o | o | o |
| Recreational Buildings | y | o | o | o | y | o | Residential caravan park | o | o | n | o | o | o |
| Cultural Uses, Library | y | o | o | o | y | o | Cattle shed/slatted unit | n | n | n | n | n | n |
| Offices | y | n | n | n | o | y | Broiler house | n | n | n | n | n | n |
| Garages and car repairs | n | n | n | n | n | o | Stable yard | n | n | n | n | y | n |
| Petrol station | o | n | n | n | n | n | Amusement Park | n | n | n | n | n | n |
| Motor Sales | o | n | n | n | n | o | Hot food take away | o | n | n | n | n | n |
| Car parks | y | n | n | n | n | o | Creche/playschool | y | o | o | n | o | o |
| Heavy commercial vehicle parks | n | n | n | n | n | y | Funeral Homes | y | o | n | n | n | n |

y - Permitted in principle
o - Open for Consideration
n - Not Permitted

**Figure 5.1 - Development Boundary
Land Use Zoning**



- Legend**
- Objective A - Village Core
 - Objective B - Existing Residential
 - Objective C - New Residential
 - Objective D - Open Space & Amenity
 - Objective E - Community
 - Objective F - Employment
 - 1985 Development Boundary
 - Development Boundary

5.4 Development Control Standards

Under the provisions of Section 18 (4) (b) of the Planning and Development Act 2000 where the provisions of the Local Area Plan conflict with the provisions of the County Development Plan they shall cease to have any effect. Under Section 19 (2) of the Planning and Development Act 2000 the Local Area Plan must be consistent with the objectives of the County Development Plan.

The current Kildare County Development Plan, adopted in 1999, establishes development control standards and recommendations for the proper planning and development of Straffan as it is part of the County Council's administrative area. This Plan establishes development control standards which must be adhered to.

This Local Area Plan continues to apply these Development Control Standards (Part 4 -1999 County Development Plan) , see Appendix 1, and provides additional site specific design guidance consistent with the objectives for development proposed in Section 4.

6.0 Design Guidelines

This chapter contains three sections which are to assist in the provision of a satisfactory form of development in keeping with the existing character and physical form of the village. The first section assesses the existing character with a view to identifying its key components that should form an intrinsic part of all new development. The second section identifies a number of development guidelines which should be incorporated in all new development and which will conserve and enhance the main features and characteristics identified in section one. The third and final section of this chapter takes forward these guidelines and applies them on a site by site basis to the key sites identified and zoned for future development.

6.1 Defining Character of the Village

The overriding character of the village is one of predominantly residential land use clustered around a crossroads where there are a number of supporting community and service land uses. The central core of the village remains comparatively rural in character which is unusual for the centre of a village and there is no strong urban feel to the central area. As the village has expanded there is no discernible street pattern nor any consistent or discernible building line with predominantly private gardens or non private uses set back from the road. The extension of the village has occurred with no legible boundaries and consists of predominantly ribbon development of detached residential buildings most of which are within mature and secluded gardens which creates a strong suburban feel to the village.

As has been identified in previous studies, namely the Draft Village Improvements Report prepared by Anthony M. O'Neill, an essential element of the village character is one of minimal road frontage from existing buildings; secluded housing; stone walls along the main street and heavily enclosed entry roads leading to the main street area; and finally, enclosure by trees and shrubs of most housing within the village.

At the wide "Y" junction there is a contained and legible streetscape with framed pleasant views. The additional elements within the village centre that enhance its visual character and give quality to the main street are as follows:

- The village green, located on the crossroads, consisting of an open grassed space edged by a low stone wall with a single mature holly tree at its centre.
- The Lych Gate and avenue of conifers leading to the graveyard which give a sense of mystery and invites curiosity
- Glimpses of Church ruins and traditional historic planting of yew trees from the main street create a timeless quality, and
- Distant views of mature woodland and agricultural fields which help define the villages rural character.

6.2 General Design Guidelines

These general design guidelines are provided as "guidance" and are to assist in not only providing a satisfactory form of development but to protect the proper planning and sustainable development of the village in all instances. They will apply to those sites that are zoned and to all other proposals within the Plan Area.

The key components comprise:

- Height
- Massing/Scale
- Plot Ratio
- Building Line
- Boundary Treatment
- Materials
- Orientation
- Landscaping
- Open Space
- Access
- Parking

6.2.1 Height

It is considered that the most appropriate height for buildings in the centre of the village would be two storey predominantly throughout the Plan Area. Single storey developments may be more appropriate in more secluded locations or in those that are prominent or highly visible. In general the heights of proposed buildings should be consistent with heights adjoining each site.

6.2.2 Massing/Scale

Notwithstanding the comments above on heights of buildings it is considered that central locations would be most appropriate for larger massed and larger scale buildings within the village although the capacity for such buildings within any available and potential sites is rather limited due to the existing physical fabric of the village.

6.2.3 Plot Ratio

It is considered that it would be appropriate for development generally to, provide a greater critical mass in the centre of the village to enhance a sense of arrival and sense of place there, although development opportunities are limited. In keeping with the existing character of the village a greater proportion of development on site may be considered acceptable in these central locations but will still require adequate landscaping and open space to retain the predominantly rural character of the village.

6.2.4 Building Line

For all proposals account should be taken of adjoining building lines so that each development creates a distinctive streetscape particular to its location and the character of the village generally.

6.2.5 Boundary Treatment

In keeping with the existing character of the village limestone

stone walls should be provided to provide a sense of enclosure to each development consistent with the existing character of the village.

6.2.6 Materials

New buildings should reflect and emphasise the rural character of the village. This can be done through the use of traditional materials such as:

- Cement ; sand render, painted or integral colour.
- Natural & local stone – cut and random to boundary walls, building walls or as details.

Generally brick and especially red brick should be avoided as it reflects a sub-urban building style. Pale yellow / buff bricks may be acceptable in certain instances.

Walls should reflect the above guidelines, although simple flat bar metal fencing would also be attractive and appropriate to define property boundaries.

6.2.7 Orientation

All non residential developments should be orientated towards the public road. For comparatively large scale residential development estate and uniform grid patterns should be avoided wherever possible. Residential units should be orientated so that there is no loss of privacy or overlooking

6.2.8 Landscaping

Landscaping should be an intrinsic part of all development whether residential, community or commercial. Features of the existing mature landscape should be retained wherever possible and should be an intrinsic part of all new development. Relatively large buildings should be screened wherever possible and careful consideration should be given to screen open car parking areas con-

sistent with the overall character of the village.

6.2.9 Open Space

Development contributions may be required from relatively substantial new developments to upgrade existing areas of open space and provide new ones. Open space should be provided to the County standards as indicated in Appendix 1.

6.2.10 Access

Access should be provided for both car borne and pedestrian/cycle users and wherever practicable should be segregated for relatively large development proposals. Where access difficulties emerge due to development proposals coming forward on different timescales the access issue may be reconsidered in light of satisfactory proposals being presented.

6.2.11 Parking

Parking should be to the County Council standard and should be adequately screened as above.

6.3 Site Briefs

There are seven sites that are prioritised and zoned for development. The purpose of the site briefs is to encourage sustainable development, of quality design that is in keeping with the character of the immediate locality and the village in general. The intention is to stimulate good design and maximise the development potential of each site.

Each site is assessed in terms of its development potential as follows:

- Location
- Site Description
- Land Use Zoning

- Development Potential
- Density
- Height
- Massing/Scale
- Plot Ratio
- Building Line
- Boundary Treatment
- Materials
- Orientation
- Landscaping
- Open Space
- Access
- Parking

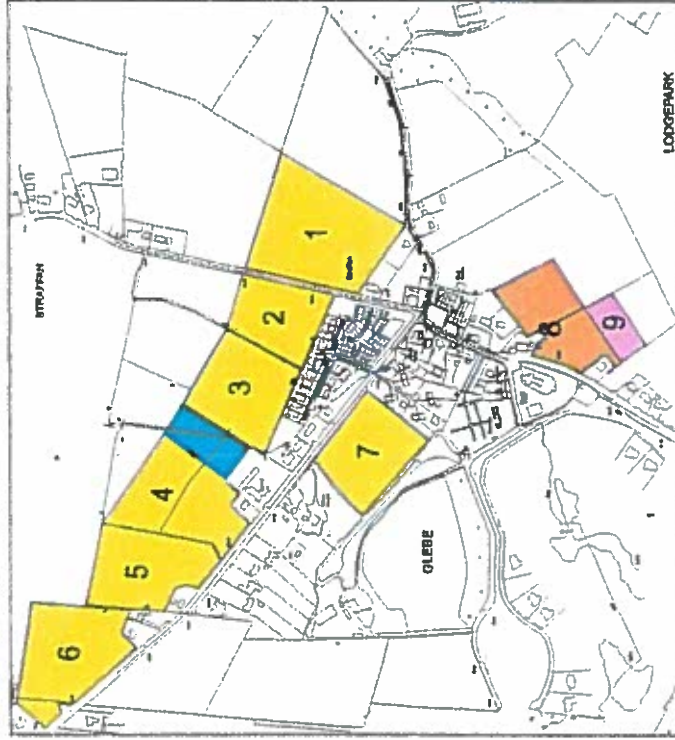


Figure 6.1: Site Briefs

The assessment for each site is as follows.

6.3.1 Site 1

Location

Site 1 is situated at the northern edge of the village adjacent to the Barberstown Road.

Site Description

The site has considerable frontage to Barberstown Road. It is flat, bounded by hedgerows and level with the road.

Land Use Zoning

Residential land use is permitted on the site.

Development Potential

With considerable road frontage, good accessibility and proximity to the village core this site is capable of being developed in the short term. Due to the sites proximity to the village core a relatively higher density would be suitable for the site. Housing development is recommended rather than townhouses or apartments.

Density

The site should be developed at a maximum density of 8 units per acre due to its location.

Height

Two storey development is recommended along the road frontage of the site with one or two storey development on the remainder of the site.

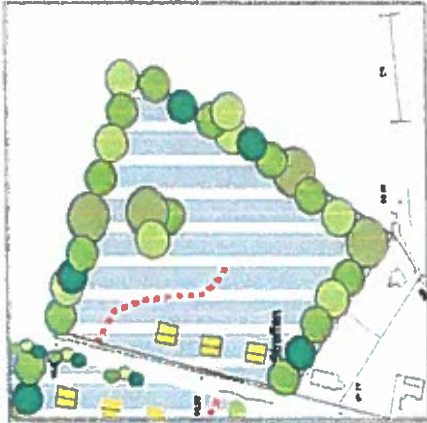


Figure 6.2: Site 1

Massing/Scale

Two, three and four bedroom dwelling units are recommended for this site.

Plot Ratio

Plot ratios on this site should be in keeping with the County standard as outlined in Appendix 1.

Building Line

Development along the western edge of the site adjacent Barberstown Road should provide a boundary edge to the site along this approach road to the village.

Boundary Treatment

Existing trees and hedgerows should be maintained and incorporated into new development where possible.

Materials

Traditional materials should be used as described in the general design guidelines.

Orientation

Dwellings along the western edge of the site should be orientated to provide frontage to Barberstown Road. The remainder of development should have regard to aspect.

Landscaping

The location of the site along one of the main approach roads to the village should ensure that a high quality landscape is provided using indigenous species.

Open Space

Open space requirements should comply with County standards in terms of both public and private open space.

Access

One access point should be provided onto Barberstown Road at the furthest point possible from the village. It is considered appro-

appropriate to provide additional pedestrian access towards the south of the site.

Parking

Parking standards should be in keeping with County standards. Communal parking may be provided where provision within the plot curtilage is not appropriate.

6.3.2 Site 2

Location

Site 2 is situated to the north of the village on the western side of Barberstown Road.

Site Description

The site is flat, level with the adjoining road, with a considerable amount of road frontage.

Land Use Zoning

The site is zoned for new residential development which permits residential use.

Development Potential

The site is fully capable of being developed in the short term in the direction of the village which is relatively unhindered and which has excellent road access. It is situated more appropriate than apartments or townhouses.

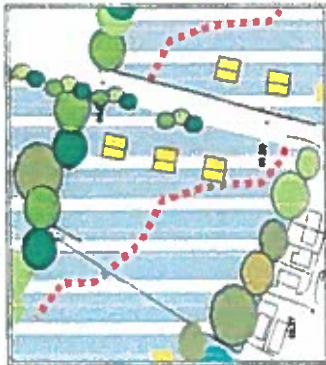


Figure 6.3: Site 2

Housing would be developed in the direction of the village which is relatively unhindered and which has excellent road access. It is situated more appropriate than apartments or townhouses.

Density

It is considered that a maximum density of 8 dwellings per acre would be appropriate on this site given that the fringe of the village will be extended.

Height

It is anticipated that there is a potential for two storey buildings in keeping with existing predominant heights in the area.

Massing/Scale

Two, three and four bedroom dwelling units are recommended for this site.

Plot Ratio

Plot ratios on the site should be in keeping with the County standard as outlined in Appendix 1.

Building Line

A convenient set back should be established consistent with similar developments within the Plan Area

Boundary Treatment

Existing trees and hedgerows should be maintained and where practical incorporated into the design of any new development.

Materials

Traditional materials should be used as described in the general design guidelines.

Orientation

Front buildings should be orientated towards the road and should take due regard to aspect.

Landscaping

An emphasis should be placed on a high quality landscape environment using indigenous species.

Open Space

It is considered that in keeping with the above the County standard of 11m for rear gardens should be exceeded and that front gardens should be of generous size.

Access

There is a generous length of road frontage to the site and an access point should be located that affords maximum visibility in both directions it would be advisable to locate access to the development on the basis that it would be preferable for the access to be as far within the 30 mile per hour speed limit as possible, it is likely that access would be to the eastern part of the site.

Parking

Parking should be to the County standard and within the curtilage of each plot.

6.3.3 Site 3

Location

Site 3 is located between adjacent to site 2 and is set back from both the Barberstown and New Road. It is effectively landlocked with existing dwellings to the south, proposed dwellings to the west and east and open fields to the north.

Site Description

This site is regular in shape, flat and could be developed to form a contiguous extension of the village.

Land Use Zoning

The site is zoned for new residential purposes and therefore in principle could accommodate a range of residential units. This site was previously zoned for residential purposes in the 1985 Development Plan.

Development Potential

Due to its location the site's potential would appear to be limited to residential consistent with its zoning. Townhouses or apartments are unlikely to be appropriate in this lo-

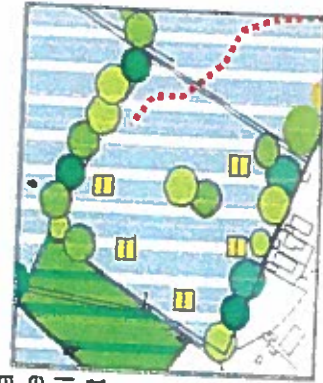


Figure 6.4: Site 3

cation.

Density

An appropriate density for residential development is 6 dwelling units per acre.

Height

Dwellings in this location should be limited to two storey which is the maximum height permitted for new development in the village. Single storey buildings are also appropriate given the single storey nature of the site immediately to the south.

Massing/Scale

Care should be given to ensure that buildings should not be over-massed or over-scaled which would create issues of harm to residential amenity.

Plot Ratio

A comparatively lower population is anticipated on this site.

Building Line

There is no defined building line to be adhered to in this location.

Boundary Treatment

Existing hedgerows should be retained and wherever possible will be incorporated as an intrinsic part of any proposed development.

Materials

Traditional materials in keeping with the character of the village should be used in construction.

Orientation

Dwellings should be orientated towards the access into the site coming from site 2. Aspect should be considered.

Landscaping

As with all development in the village landscaping should be a fundamental part of any proposed scheme.

Open Space
Open space should be provided to the County Council minimum standard.

Access
As indicated above the site is landlocked and it is likely that as single access point will be provided through site 2.

Parking
Parking should be to County Council standard and should be within the curtilage of each plot.

6.3.4 Site 4

Location
Site 4 is located to the rear of the primary school with frontage onto New Road.

Site Description
The site is effectively L shaped adjoining New Road to the south and site 3 to the east.

Land Use Zoning
The site is zoned in predominately residential use with an area of 1.7 acres approximately to the east zoned for community to include social and educational use.

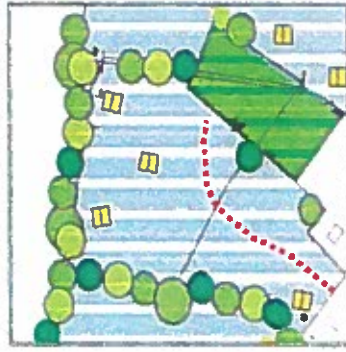


Figure 6.5: Site 4

Development Potential
The majority of the site has potential for residential development. An area however, has been set aside for the further expansion of and provision for facilities to be used by the school and / or the community.

Density
The proposed density of dwellings is 6 units per acre.

Height
The height of proposed dwellings should be one/two storey.

Massing/Scale
The mass and scale of buildings including any community and school use should be in keeping with the scale and mass of existing buildings.

Plot Ratio
The size of plots and the size of buildings should be consistent with what is in the surrounding locality.

Building Line
A building line should be established on New Road and potentially along any through routes serving this site.

Boundary Treatment
Existing hedges and trees should be retained.

Materials
As with all development in the village traditional materials are required.

Orientation
Buildings should be orientated towards any through routes within the site.

Landscaping
A landscaping scheme should be considered a key element of any satisfactory development on the site particularly in the context of any parking area provided for school or community use.

Open Space
Open space is sought for play and recreational use on that part of the site nearest the existing school.

Access

Access will be from New Road, as illustrated. Any access road into the site should serve both the residential and community uses.

Parking

Parking for residential, educational and community use should be to the County standards and in the case of latter should be well landscaped.

6.3.5 Site 5

Location

Site 5 is located at the northern side of New Road.

Site Description

This site is of irregular shape, relatively flat with limited road frontage. An existing dwelling bounds the south western edge of the site.

Land Use Zoning

This site is zoned for new residential development.

Development Potential

This site is a prime location for low density residential development reflecting existing development on the southern side of the road.

Density

It is considered that a density of 4 units per acre is appropriate.

Height

Single storey development is appropriate on the site with two storey to the rear.

Massing/Scale

The mass and scale of building will be determined by the mass and scale of existing buildings on New Road.

Plot Ratio

Low plot ratios are appropriate throughout the site.

Building Line

A convenient set back should be established consistent with similar developments within the Plan Area.

Materials

Traditional materials should be used as described in the general design guidelines.

Orientation

Buildings should have regard to aspect while respecting the privacy of neighbouring properties.

Landscaping

Consistent with the low density proposed on the site an emphasis should be placed on a high quality landscape environment using indigenous species.

Open Space

It is considered that in keeping with the above the County standard of 11m for rear gardens should be exceeded and that front gardens should be of a generous size.

Access

Due to the limited road frontage and proximity to adjoining Site 4 it would be advisable to have a single access point shared between Site 5 and Site 6.

Parking

Parking should be to the County standard and within the curtilage of each plot.

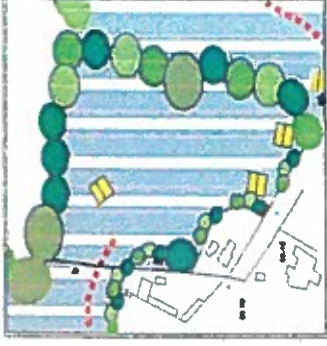


Figure 6.6: Site 5

6.3.6 Site 6

Location

Site 6 is situated on the northern side of New Road.

Site Description

This site although narrow has considerable road frontage. The eastern edge of the site is bounded by existing dwellings.

Land Use Zoning

The site is zoned for new residential development.

Development Potential

In order to maximise the development potential of this site it would be suitable to develop it in conjunction with Site 6 above utilising its considerable road frontage.

Density

The site should be developed at a maximum density of 4 units to the acre due to its distance from the village core.

Height

Single storey development is recommended on this site.

Massing/Scale

Massing and scale of development should be appropriate to existing dwellings within its vicinity.

Plot Ratio

Low plot ratios are appropriate throughout the site

Building Line

A convenient setback should be established consistent with existing developments along New Road.

Boundary Treatment

Existing trees and hedgerows should be maintained and where practicable incorporated into the design of any new development.

Materials

Traditional materials should be used as described in the general design guidelines.

Orientation

Buildings should have due regard to aspect while respecting existing neighbouring dwellings.

Landscaping

Consistent with the low density proposed on the site an emphasis should be placed on a high quality environment using indigenous species.

Open Space

It is considered that in keeping with the above the County standard of 1.1m for rear gardens should be exceeded and that front gardens should be of a generous size.

Access

There is a generous length of road frontage to the site and an access point should be located that affords maximum visibility in both directions, and should be situated towards the edge of the site nearest the village. It is recommended that this access point would also serve Site 6.

Parking

Parking should be to the County standard and within the curtilage of each plot.

6.3.7 Site 7

Location

Site 7 is located on the southern side of New Road.

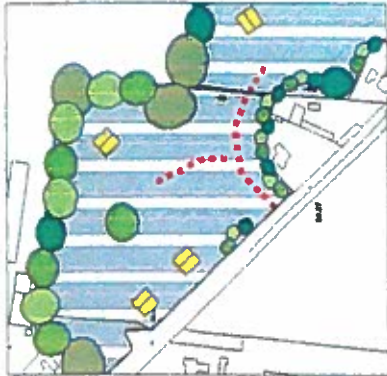


Figure 6.7: Site 6

Site Description

This site is effectively rectangular in shape and is relatively flat. It is effectively surrounded on three sides by development.

Land Use Zoning

This site is zoned for residential use in keeping with the residential nature of this part of the village. A range of residential opportunities are permitted within this zoning.

Development Potential

This site represents the key development opportunity on the south side of New Road and benefits from extensive road frontage. Development would be limited by its close proximity to Glebe House which is a preserved building in the Plan.

Density

It is considered that a density of 8 units per acre is appropriate.

Height

As with all development sites in the village proposed development should be limited to two storey. Two storey may be appropriate at the road frontage with single further to the rear.

Massing/Scale

The mass and scale of building will be determined by the mass and scale of existing buildings on New Road particularly in close proximity to the site.

Plot Ratio

The plot ratio will also be determined by the pervading character of the immediate vicinity although the plot ratio can be expected to be higher in central parts of the village.

Building Line

There is no consistent building line on this side of New Road but one should be provided to reflect a more consistent situation on the northern side of the road.

Boundary Treatment

The existing boundary comprises a fence and hedgerow and a similar arrangement would be appropriate for development.

Materials

Traditional materials are required.

Orientation

Orientation will be principally determined by regard to aspect.

Landscaping

As with all developments within the village emphasis should be placed on providing sufficient and quality landscaping.



Figure 6.8: Site 7

Open Space

Open space should be provided to the County Council standard.

Access

Access shall be provided at a single point on New Road.

Parking

Parking is to be provided to County Council standard and should be off-street.

6.3.8 Site 8

Location

This site is located on the eastern side of the main street.

Site Description

The site is of a regular shape located opposite the preserved church.

Land Use Zoning

This site is zoned within the village core. The purpose of this zoning is to provide for the development and improvement of appropriate village centre uses.

Development Potential

This site has considerable potential for the development of retail and leisure/tourism uses related to local attractions in the area as it has ample frontage to the main street of the village.

Density

Consideration of density would not be appropriate in this instance.

Height

Any building on-site should be limited to two storeys.

Massing/Scale

The massing and scale of any commercial development on this site should maximise the frontage to the main street while having regard to the intrinsic character of the village.

Plot Ratio

A relatively high plot ratio would be considered appropriate on this site.

Building Line

A building line should be established closer than the existing established building lines on the road to create a sense of enclosure on this part of the road.



Figure 6.9: Site 8

Boundary Treatment

Boundary treatment should be consistent with the materials and appearance of the building.

Materials

Traditional materials should be used as outlined in the general de-

sign guidelines.

Orientation

Any building or buildings should be orientated towards the road although there may be an opportunity for a courtyard type development.

Landscaping

As with all developments in the village there will be a premium on providing quality landscape to preserve the rural character of the village.

Open Space

Open Space should be provided to the Council standard.

A single access should be provided onto the main road facilitating access to development lands at the rear of this site.

Parking

Parking should be located to the rear of any frontage building. Parking should also be to County Council standard.

6.3.9 Site 9

Location

Site 9, situated to the rear of Site 8, is approximately 1.4 acres.

Land Use Zoning

This site is zoned for employment uses. The purpose of the zoning is to promote the development of employment generating uses such as office/business uses or small scale workshops.

Development Potential

This site has considerable potential for office based industry or small scale indigenous workshops due to its proximity to the village core and location to the rear of existing commercial development.

Density

Consideration of density would not be appropriate in this instance.

Height

Any buildings on this site should be limited to two storey in height.

Massing/Scale

The massing and scale of development on this site should have regard to the adjoining community use and open space to the rear of the site.

Plot Ratio

A relatively high plot ratio would be appropriate on this site.

Building Line

The building line of proposed development should enclose the rear edge of the site.

Boundary Treatment

Boundary treatment should be consistent with the materials and appearance of the building.

Materials

There may be scope for the use of more modern materials on the site due to its location.

Orientation

There may be an opportunity for a courtyard type development on this site considering its location.

Landscaping

As with all developments in the village there will be a premium on providing quality landscape to preserve the rural character of the village.

Open Space

Open space should be provided to the Council standard.

Access

A single access point should be provided from the main street referred to in Site 8 above.

Parking

Parking should be to County Council standard.

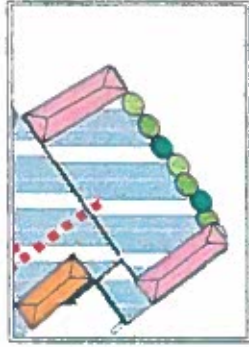


Figure 6.10: Site 9 to its location.

| Site No. | Site Area | Maximum Density per Acre | No. of Units | Population Equivalent |
|----------|----------------------|--------------------------|--------------|-----------------------|
| 1 | 8.1 acres (3.28 ha) | 8 | 65 | 185 |
| 2 | 3.81 acres (1.54 ha) | 8 | 30 | 86 |
| 3 | 5.16 acres (2.09 ha) | 6 | 31 | 88 |
| 4 | 5.95 acres (2.41 ha) | 6 | 36 | 103 |
| 5 | 5.07 acres (2.05 ha) | 4 | 20 | 57 |
| 6 | 6.05 acres (2.45 ha) | 4 | 24 | 68 |
| 7 | 4.15 acres (1.66 ha) | 8 | 33 | 94 |

Table 6.1: Residential Site Briefs

Table 6.1 summarises the maximum density proposed for each residential site and approximate population equivalents, assuming an average household size of 2.85.

6.4 Environmental improvements

In order to preserve, improve and enhance the existing village character of Straffan a number of environmental improvements are proposed for the village core and the approach roads.

6.4.1 New Street/Main Street Junction

It is proposed to:

- Provide a raised table for traffic calming at New Road/Main Street/Barberstown Road junction.
- Provide a formalised footpath, tree and shrub planting, and parallel parking outside the Catholic Church along New Road.
- Formalise the bus stop facilities at New Road to include a bus shelter and seating.
- Provide a corner treatment for Barberstown Road/New Road in the form of stone walls, tree planting and seating.
- Increase pedestrian space at New Road/Barberstown Road.

The above proposals are illustrated overleaf.

6.4.2 Barberstown Road

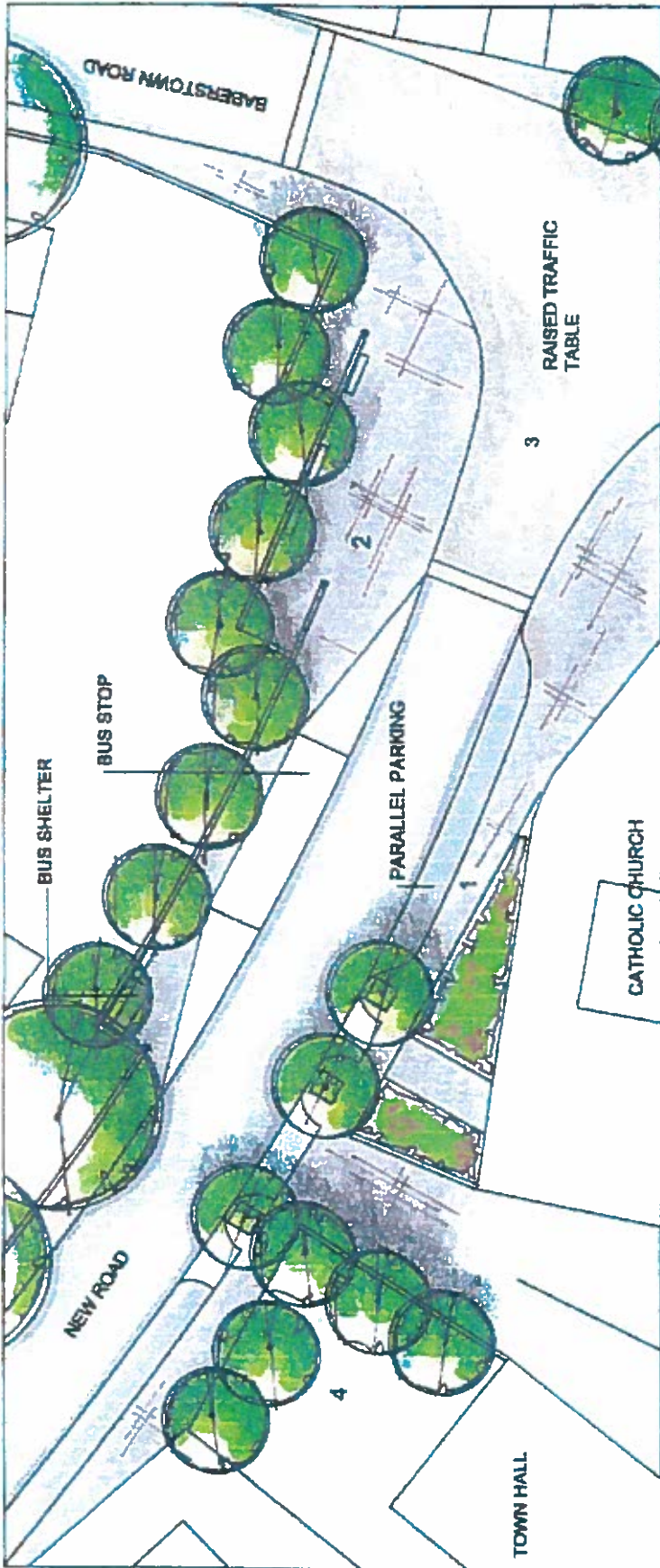
It is proposed to:

- Provide a footpath to the western edge of Barberstown Road, extending to the R403.
- Provide tree planting and stone wall to highlight village entrance.

6.4.3 Village Green

It is proposed to:

- Formalise the village green space at the junction of New/Barberstown Road/Main Street and Ardrass Road.
- Provide tree planting and seating.
- Improve street lighting and paving in the vicinity of the village green.

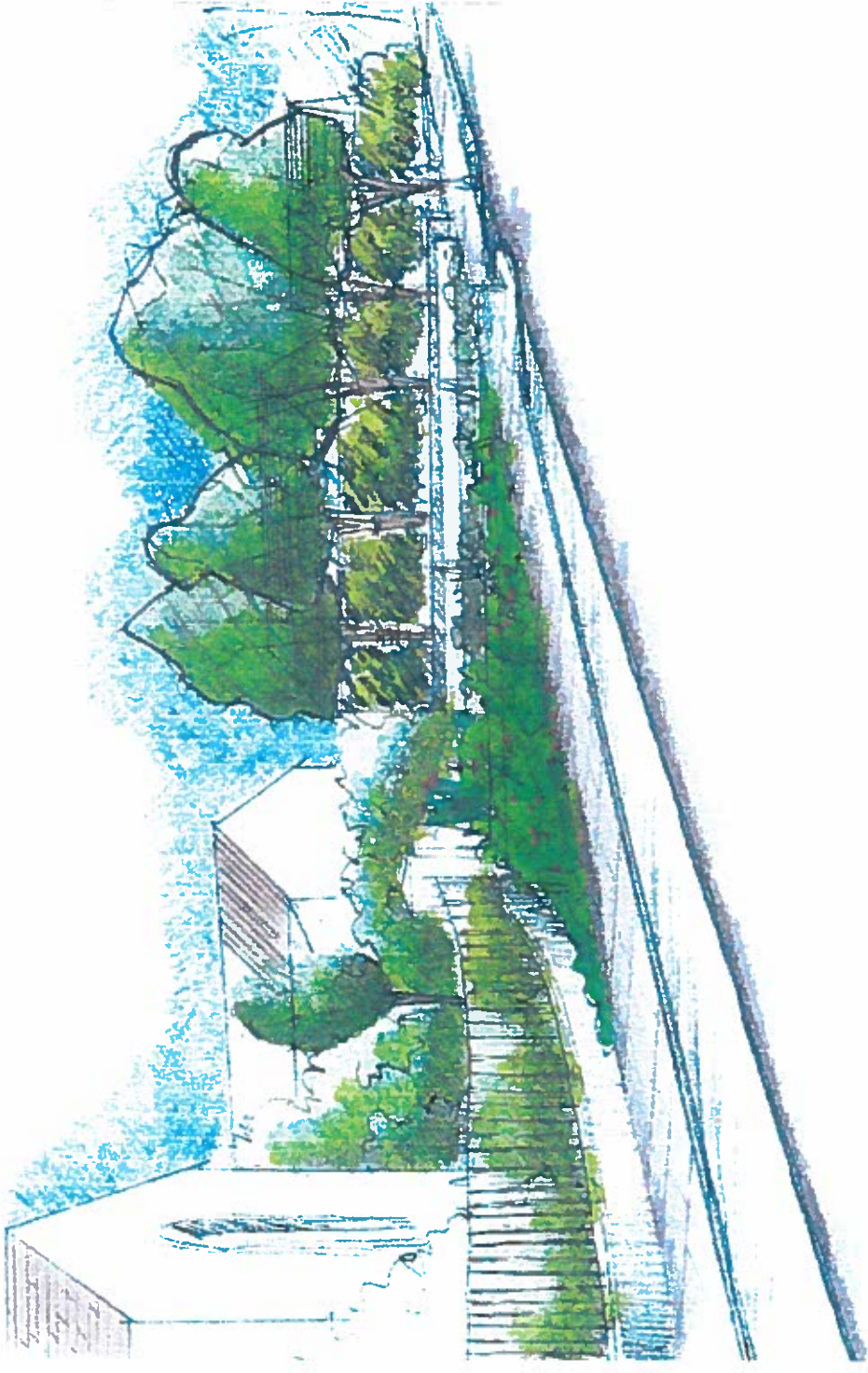


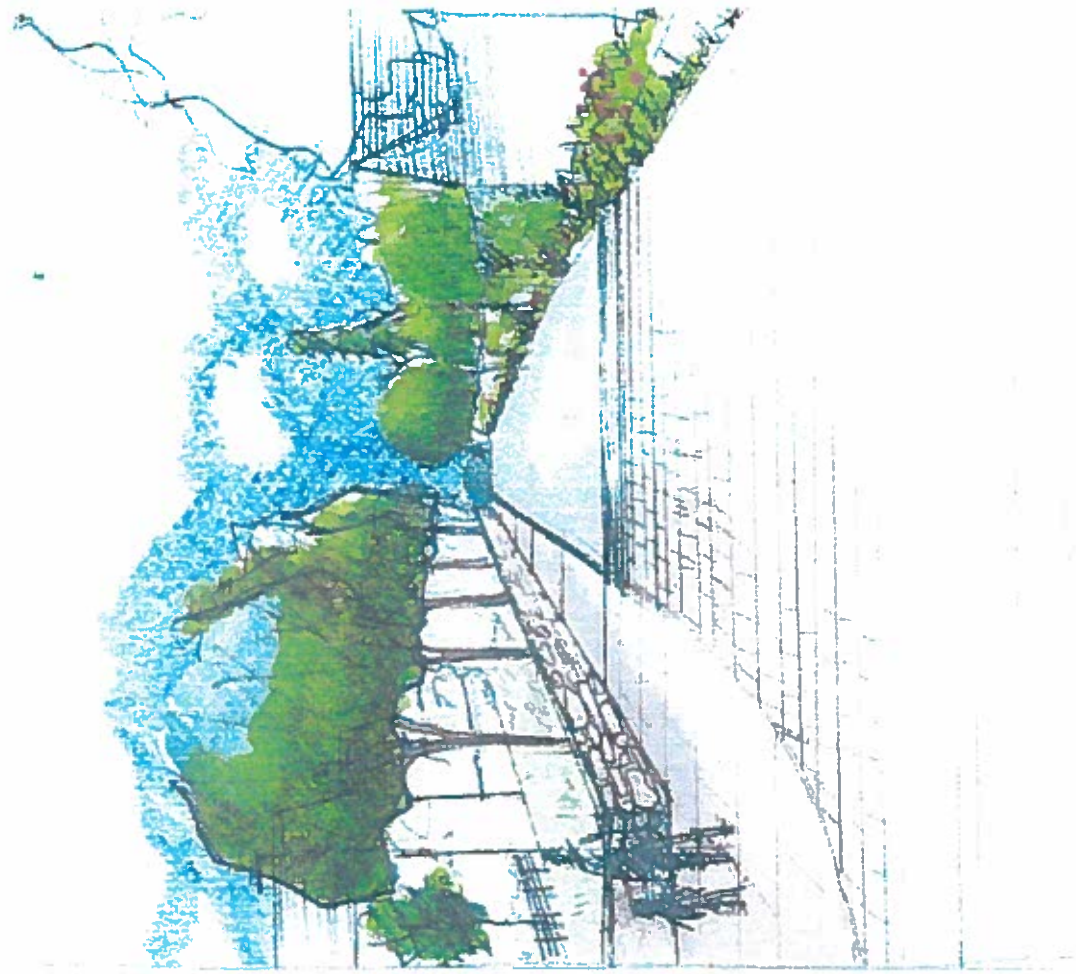
| No. | Date | Amendment |
|--|------|-----------|
| | | |
| CUNNINGHAM STRATTON REYNOLDS | | |
| 1001 Province Street, Johannesburg | | |
| Project: New Street Light Street Junction Environmental Improvements | | |
| Drawn by: [Signature] | | |
| Date: 08/08/2011 | | |
| Scale: 1:100 | | |
| Status: [] | | |
| Date: 08/08/2011 | | |
| Checked: [] | | |
| Approved: [] | | |
| North | | |

- NOTES**
- New Road Catholic Church frontage**
 - Permeable footpath and parallel parking
 - Street trees
 - Shrub planting to Church frontage
 - Corner Baberstown Road and New Road**
 - Permeable footpath, bus shelter, seating, shade, and bus stop
 - Corner treatment: stone walls, tree planting and seating
 - Increase permeability spaces
 - Raised Table for Traffic Calming**
 - New Road Town Hall frontage**
 - Seating with trees, permeable footpath to improve site flow to front of Town Hall to improve landscape setting.
 - Tree and shrub planting in front of Town Hall to improve landscape setting.

LEGEND













| | | | |
|--|--|--|----------------------------|
| | Street Trees - <i>Tilia cordata 'Greenspire'</i> | | Stone/Concrete slab paving |
| | Specimen Tree - <i>Quercus petraea</i> | | Stone Set/Tegula paving |
| | Shrub Planting | | |
| | Random rubble limestone wall | | |
| | Tarmacadam | | |





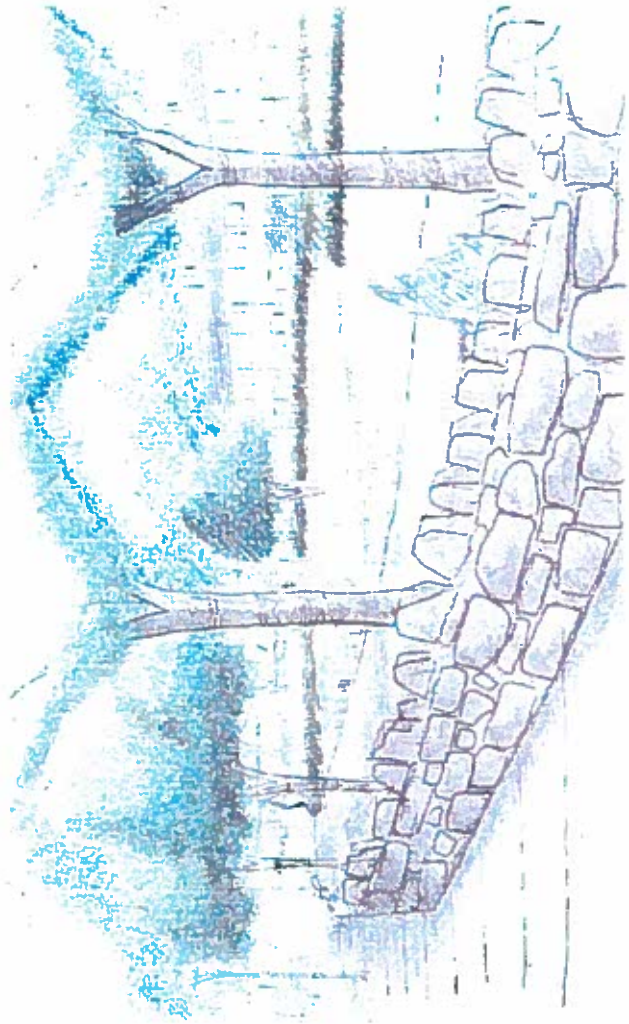
Barberstown Road Entrance to Straffan Village Environmental Improvements

LEGEND

-  Street Tree - *Tilia cordata* 'Greenspire'
-  Specimen Tree - *Quercus petraea*
-  Hedgerow - *Fagus sylvatica*
-  Grass
-  Bound gravel surface
-  Edaling stone wall
-  Tarmac/dam
-  Stone/Concrete slab paving
-  Stone Setts/Tegula paving
-  Seat
-  Street Lighting
-  Telephone Booth



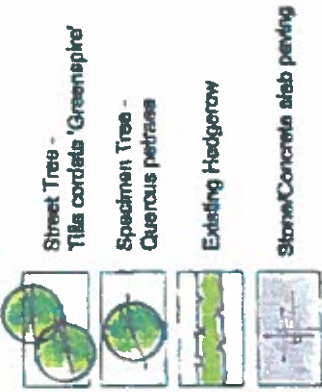
| No. | Date | Approved |
|--|-----------|----------|
| | | |
| CLARKE STRATTON REYNOLDS <small>Town Planners & Landscape Architects</small> | | |
| Project: <i>Greenfield Local Area Plan</i> | | |
| Drawing: <i>Village Green Environmental Improvements</i> | | |
| Drawing No: <i>01/2021/104</i> | | |
| Scale: | 1:1000 | Checked |
| Date: | July 2021 | Checked |
| Drawn by: | | |
| © Clarke Stratton Reynolds 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000 | | |



Village Green Environmental Improvements



LEGEND

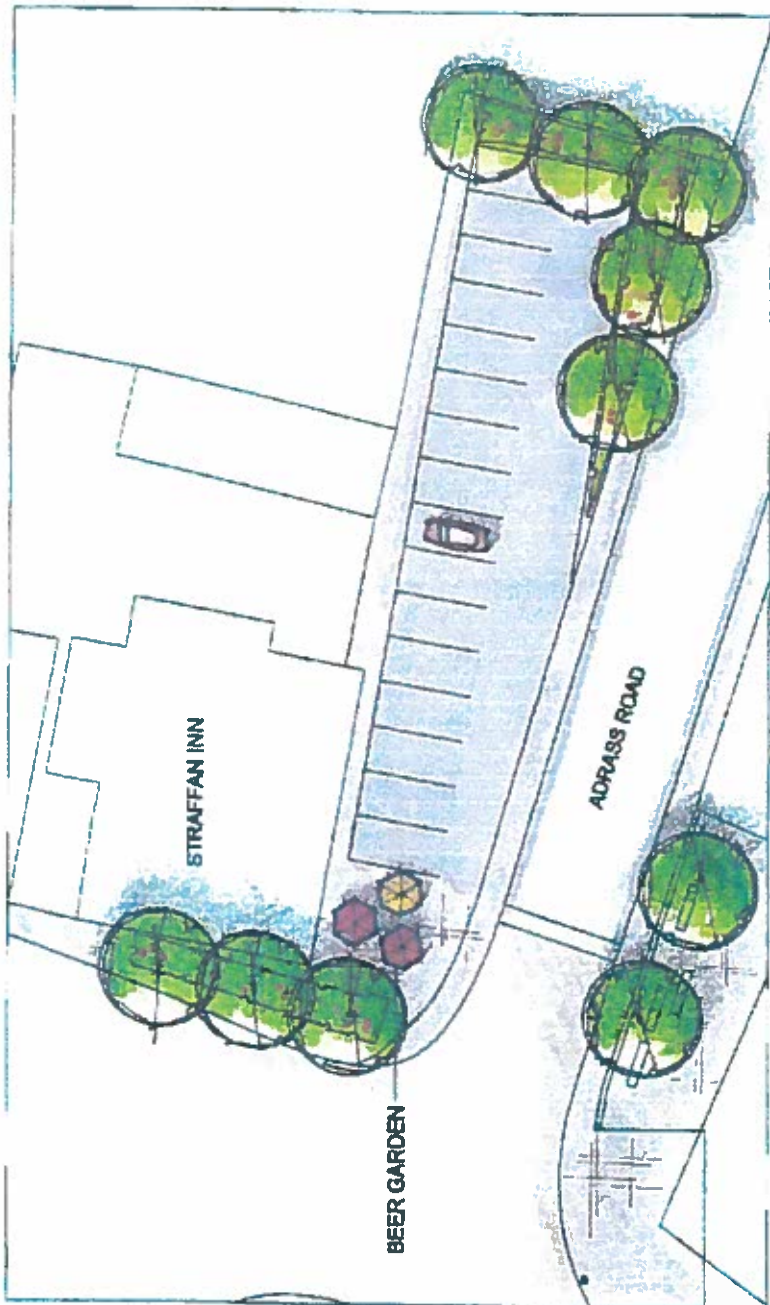


- NOTES**
- Junction Boreheen Road and Main Street
 - Raised table for traffic calming
 - New footpath to 'Vivo' frontage
 - Improved paving and trees to frame entrance of Church of Ireland
 - Realignment of road to east of Church of Ireland to allow better sight lines on approach to Straffen and to accommodate new footpath

| | |
|-----------|---|
| Proj. No. | 100000000 |
| Client | CLANNONE STRATTON MCYNOLDS |
| Project | Shelburn Local Area Plan |
| Address | Boreheen Road and Main Street, Straffen, Co. Wick |
| Date | 20/01/2021 |
| Scale | 1:500 |
| Author | W. O'Connell |
| Check | W. O'Connell |
| Drawn | W. O'Connell |
| Scale | 1:500 |
| Date | 20/01/2021 |
| Author | W. O'Connell |
| Check | W. O'Connell |
| Drawn | W. O'Connell |



Boreheen Road and Main Street Junction Environmental Improvements



- NOTES**
- Junction Adrass Road and Main Street
 - New footpath on north edge
 - Formalised Parking at front of Straffan Inn
 - Paving to front of Straffan Inn to create beer garden for summer months.
 - Tree and shrub planting to improve landscape setting

LEGEND

- Street Tree - *Tilia cordata* 'Greenspire'
- Specimen Tree - *Quercus petraea*
- Shrub Planting
- Tarmac/Gravel
- Stone/Concrete slab paving
- Stone Set/Flagstone paving

| | | |
|---|------|-------------|
| Rev. | Date | Description |
| | | |
| CLIENT STRAFFAN INN KENYOLDS | | |
| Project: Straffan Local Area Plan Location: Adrass Road and Main Street Junction Environmental Impact Statement | | |
| Drawn: 01/08/2011 Date: 01/08/2011 Status: Created | | |
| Scale: 1:1000 North | | |



Address Road and Main Street Junction Environmental Improvements

6.4.4 Junction of Bohereen Road/Main Street

It is proposed to:

- Provide a raised table for traffic calming.
- Provide a new footpath to front of existing convenience store.
- Improve paving and tree planting to frame entrance to Church of Ireland.
- Realign road to the east of the Church of Ireland to allow better sight lines on approach to Straffan and to accommodate a new footpath.

6.4.5 Junction Ardrass Road & Main Street

It is proposed to:

- Provide a new footpath on the northern edge of Ardrass Road.
- Formalise the parking at Straffan Inn.
- Provide paving to front of Straffan Inn to create 'beer garden' in summer months.
- Provide tree and shrub planting to improve landscape setting.

6.4.6 Main Street

It is proposed to:

Reduce the carriage way width to 6m to encourage traffic calming, allowing for 1.5m footpaths on either side.

Formalise parallel parking along east edge of carriageway.

Improve the landscape setting.

Provide new street lighting to east side of carriageway.

6.4.7 Junction R403/Barberstown Road

It is proposed to:

- Formalise bus stop at entrance to Barberstown Castle.
- Provide new footpath.
- Provide avenue planting to formalise and highlight route to Straffan village.

6.4.8 Materials

It is recommended that surface materials used for any environmental improvements should be:

- Low maintenance and durable
- Reflective of location and use
- Of natural texture and colour

The provision of street furniture in the village should have regard to:

- Simplicity of form
- Contemporary design that respects the character of the village
- Warm tones

Examples of appropriate materials are illustrated overleaf.

PROPOSALS

1. Bohereen Road/ Main Street Y Junction.

2. Main Street

3. Address Road, New Road, Barberstown Road and Main Street Cross Roads

4. Village Green

5. Town Hall

QUINLAN STRATTON REYNOLDS Urban Planning & Landscape Architects

Project: Bohereen Local Area Plan

Meeting: Urban Design

Developmental Requirements

Date: 08/09/1981

Scale: 1:1000

Client: Dublin City Council

City: Dublin

Site: Bohereen

Site No. 1

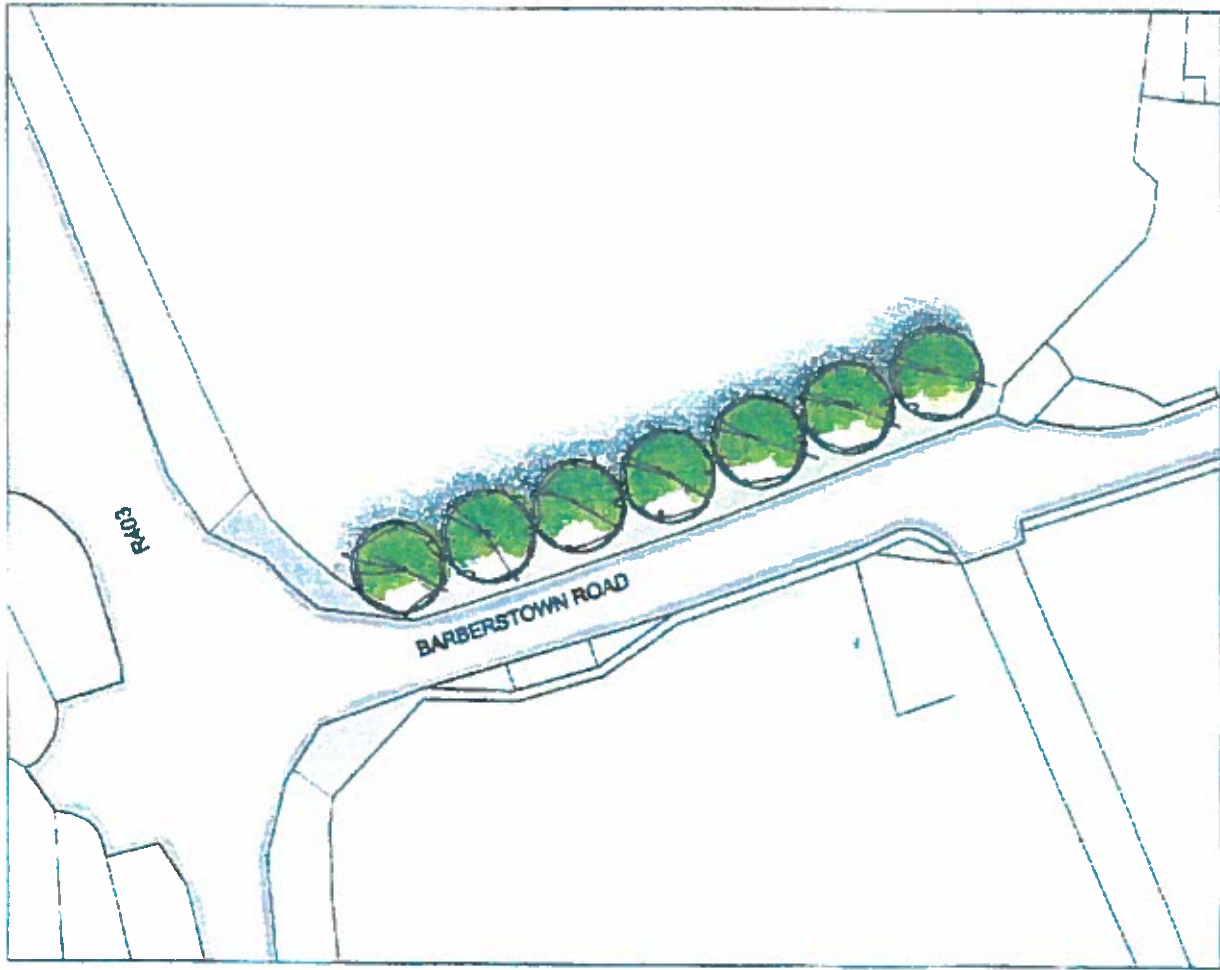
Site No. 2

Site No. 3





Site No. 4

Site No. 5





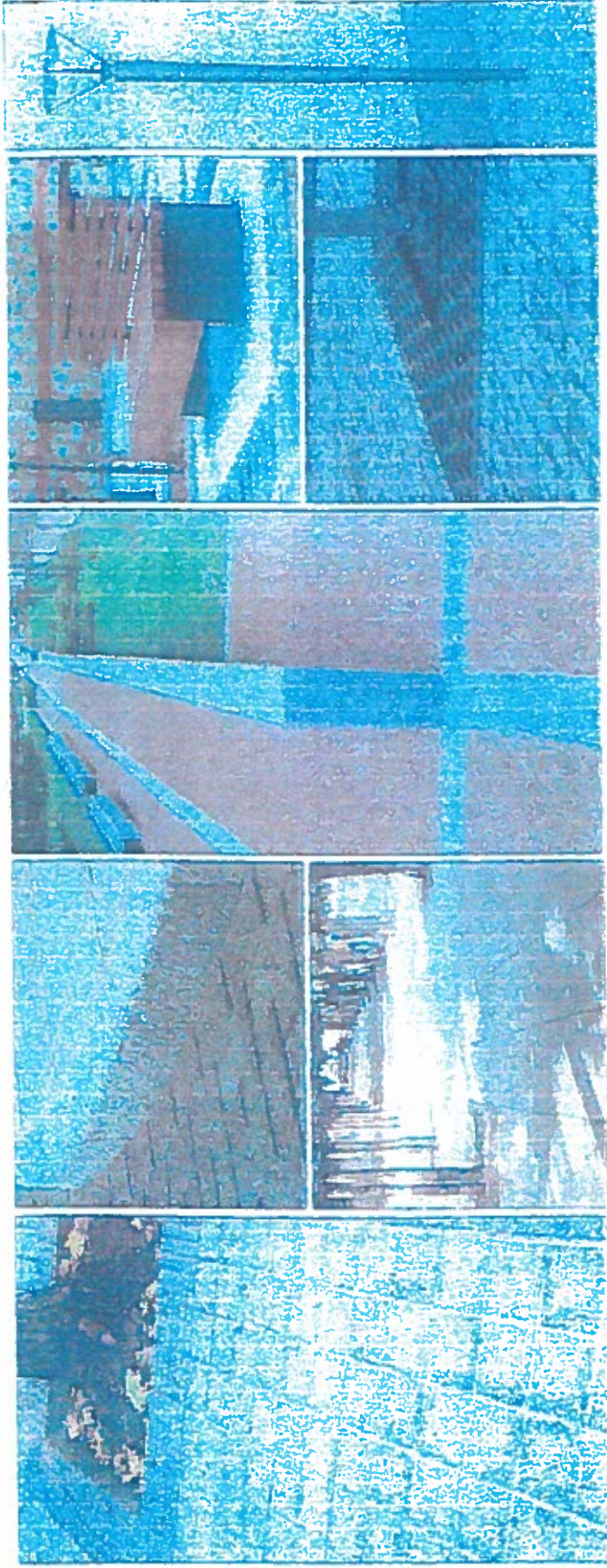
LEGEND

-  Specimen Tree - *Quercus petraea*
-  Tarmacadam
-  In situ concrete footpath
-  Stone Set/Tegula paving

NOTES

- R403/ Barberstown Road Junction
- New Bus layby
- New pedestrian footpath
- Avenue Planting to formalise and highlight Road to Straffan Village

| | | |
|--|---------|----------|
| Rev. | City | Approved |
| CLIENT STRATTON REYNOLDS Two Rivers - Landscape Architects | | |
| Project: Straffan Local Area Plan | | |
| Scheme: R403 / Barberstown Road Junction Environmental Impact Statement | | |
| Draw No: 01/2021/0129 Rev: 01/2021 | | |
| Date: | Drawn: | Checked: |
| 01/2021 | 01/2021 | 01/2021 |
| Scale: 1:1000 | | |
| Date: 01/2021 | | |
| Drawn by: [Signature] | | |
| Checked by: [Signature] | | |
| Approved by: [Signature] | | |
| Date: 01/2021 | | |



Surface Materials

- Low maintenance and Durable
- Natural texture and colour
- Reflective of location and use

Street Furniture

- Simplicity of form
- Contemporary design that respects village atmosphere
- Warm tones

Materials Image Sheet

7.0 Kildare Hotel & Country Club

Kildare County Council welcome and support the staging of the 2006 Ryder Cup at the K Club. The County Council will assist the Club and the organizers, The Belfry Ltd., in the staging and organizing of the competition and hope that the event will be a memorable, enjoyable and rewarding experience for the organizers, staff, players, their friends and family, the media, spectators and the people of Straffan.

The purpose of this chapter is to assist in identifying issues that need to be addressed for the successful staging of the competition and to ensure that the future development of the Club can be assisted and accommodated where this is compatible with sustainable and proper planning and development of the village.

7.1 Masterplan

In preparation for the Ryder Cup 2006 a masterplan for development works at the K Club has been prepared. Planning permission was granted for the overall development of the K Club South Area in 1999. There are currently a number of amendments to this application before Kildare County Council. The overall masterplan proposal includes the development of an 18 hole golf course, a new clubhouse, car parking, access arrangements and residential units. An outline of the proposed masterplan is illustrated in Figure 7.1.

7.2 Management Plan

The overall responsibility for the production and implementation of the management plan rests with The Belfry Ltd. as organizers of the competition in association with the K Club itself, Kildare County Council and the Straffan Development Association. It is essential therefore that the development association are consulted at the earliest possible stage so that the requirements of the tournament organizers and the concerns of the local residents are given a

proper forum for discussion and hopefully resolution.

7.2.1 The Event

The Ryder Cup of 2006 will be the most prestigious and most globally watched sporting event through primarily television even staged in Ireland. The competition, a golf tournament between the best golfers in Europe versus those in the United States of America.

The Ryder Cup is expected to attract up to 1 billion television viewers world wide and would be estimated at this stage attract some 40,000 people to the K Club each day during the duration of the competition which is scheduled to last 3 days.

7.2.2 Necessary Development

In order to facilitate the staging and smooth running of the competition improvements to existing infrastructure particularly roads as well as various facilities will be needed. Much of the infrastructural work will constitute development as defined in the Planning and Development Act 2000. Some of the new facilities for player, spectators, those providing services to players and spectators may not require planning but should be identified in the context of this Plan.

The most important consideration concerning the staging and running of the competition is the staging and running of the competition is the safety of all those involved, spectators and the residents of the village and its hinterland. A traffic management plan has been prepared for The Belfry Ltd and the Professional Golf Association to address one of the major concerns centring on traffic.

The location of the event and the existing road conditions / capacity require that specific parking control, diversions, access routes and signage must be in place to ensure minimal confusion and delay throughout its duration. The Draft Traffic Management Plan identifies a demand for 16,000 car parking spaces and 135 coach

Figure 7.1: K Club Masterplan



parking spaces will be required based on an estimated modal split for 40,000 attendees.

A number of car parking sites are to be established and are indicated in the Draft Plan. These are adjacent to the K Club (VIP parking) and to the north and south of Straffan, including Naas Racecourse, Ascon, Golf and Celbridge. The location of these sites has been proposed to minimise unnecessary traffic movements along roads leading to the K Club. Along with these car parks "park and ride" buses have been proposed to shuttle attendees from car parking site to event.

7.2.3 Public Transport

In terms of public transport, shuttle bus requirements from Dublin City Centre, Maynooth and Sallins Train Stations have been estimated for both scenarios assuming coaches (80 seats) are used. It is estimated that a significant number of coaches will be required to service the post-event scenario (approximately 400 coaches). As a result a private bus operator will be required to be commissioned for the event to service this demand. The reopening of Straffan Station for the event has also been investigated.

7.2.4 Recommendations

The key recommendations of the management plan are:

- (1) Ensure that the upgrade of the N7 is completed by the beginning of the tournament. If this is not achieved then work on the road should be suspended during the course of the event.
- (2) The local primary route from the N7 to Straffan should be upgraded to ensure adequate access during the event. It is recommended that this connection is upgraded to a 6m carriageway with new road surface. It is also recommended that the section from the R403 to Straffan should be upgraded to a 7.3m carriageway to improve access from the north to the event.

- (3) A bus operations manager should be appointed at an early stage to locate sufficient number of buses and prepare an operating plan for the event.

- (4) A Transport Plan for the North Kildare Area should be prepared and implemented for the 2005 Ryder Cup. This should be prepared in consultation with local business and communities.

**8.0 Likely Significant Effects on the Environment
of implementing the Specific Objectives of
the Straffan Local Area Plan**

8.0 Likely Significant Effects on the Environment of Implementing the Specific Objectives of the Straffan Local Area Plan ——— Straffan Local Area Plan 2002

| Objective Ref. | Topic | Human Beings | Flora | Fauna | Soil | Water | Air | Noise | Land- scape & Visual | Material Assets | Cultural Heritage | Interaction of Foregoing | Comments |
|----------------|------------|--------------|-------|-------|------|-------|-----|-------|----------------------------|--------------------|----------------------|-----------------------------|---|
| P1 | Population | P | - | - | - | - | - | - | - | - | - | - | Retention of intrinsic rural character of village |
| P2 | | P | - | - | - | - | - | - | - | - | - | - | Development of vital and vibrant community |
| H1 | Housing | - | - | - | - | - | - | - | P | P | - | - | Consolidation of village form |
| H2 | | P | - | - | - | - | - | - | - | - | - | - | Discourage local car journeys |
| H3 | | P | P | P | - | - | - | - | P | P | P | - | Sensitive to existing village and site characteristics |
| H4 | | P | P | P | - | - | - | - | P | P | P | - | Sensitive to existing village and site characteristics |
| H5 | | P | P | P | - | - | - | - | P | P | P | - | Guidelines for development on individual sites |
| H6 | | P | - | - | - | - | - | - | - | P | - | - | Retention of intrinsic village character |
| H7 | | - | - | - | - | - | - | - | - | P | P | - | Preservation of existing buildings |
| H8 | | P | P | P | - | - | - | - | P | P | - | - | High design standards |
| H9 | | P | - | - | - | - | - | - | - | P | - | - | Development of infrastructure in conjunction with new housing |
| H10 | | P | - | - | - | - | - | - | - | - | - | - | Accessibility |
| H11 | | - | P | P | - | - | - | - | P | P | - | - | Preservation of existing trees |
| H12 | | P | - | - | - | - | - | - | P | - | - | - | Sensitive to existing village and site characteristics |
| H13 | | - | - | - | - | - | - | - | - | - | - | - | Car parking |
| EM1 | Employment | P | - | - | - | - | - | - | - | - | - | - | Provision of appropriate employment opportunities |
| EM2 | | - | - | - | - | - | - | - | - | P | - | - | Reuse of existing buildings |
| EM3 | | P | - | - | - | - | - | - | - | P | - | - | Provision of appropriate employment opportunities |
| EM4 | | P | - | - | - | - | - | - | - | P | - | - | Provision of appropriate local employment opportunities |
| EM5 | | P | P | P | P | P | P | P | P | P | P | P | Retention of intrinsic character of village |
| EM6 | | - | - | - | - | - | - | - | - | - | - | - | Adequate parking and accessibility |
| EM7 | | P | - | - | - | - | - | - | P | P | - | - | Retention of intrinsic character of village |
| EM8 | | - | P | P | - | - | - | - | P | - | - | - | Provision of landscaping |

p = positive effects, n = negative effects, - = neutral/insignificant effects

Likely Significant Effects on the Environment of implementing the Specific Objectives of the Straffan Local Area Plan _____ **Straffan Local Area Plan 2002**

| Objective Ref. | Topic | Human Beings | Flora | Fauna | Soil | Water | Air | Noise | Landscape & Visual | Material Assets | Cultural Heritage | Interaction of Foregoing | Comments |
|----------------|--------------|--------------|-------|-------|------|-------|-----|-------|--------------------|-----------------|-------------------|--------------------------|---|
| E1 | Education | P | - | - | - | - | - | - | - | - | - | - | Provision of additional facilities |
| E2 | | P | - | - | - | - | - | - | - | - | - | - | Safety |
| E3 | | P | - | - | - | - | - | - | - | - | - | - | Traffic calming |
| AR1 | Amenity & | P | - | - | - | - | - | - | - | P | P | - | Provision of local walking route |
| AR2 | Recreation | P | - | - | - | - | - | - | P | P | P | - | Accessibility to River Liffey |
| AR3 | | - | P | P | - | P | - | - | P | P | P | - | Preservation of amenity value of Rover Liffey |
| AR4 | | P | - | - | - | - | - | - | - | P | - | - | Promotion of recreational use of River Liffey |
| AR5 | | P | - | - | - | - | - | - | - | - | - | - | Protection of existing facilities |
| AR6 | | P | - | - | - | - | - | - | - | - | - | - | Provision of local facilities |
| AR7 | | P | - | - | - | - | - | - | - | - | - | - | Contributions to development of facilities required |
| AR8 | | P | P | P | - | - | - | - | P | - | - | - | Protection of existing open space |
| VC1 | Village Core | - | - | - | - | - | - | - | - | P | P | - | Preservation of village character |
| VC2 | | - | - | - | - | - | - | - | P | - | - | - | Visual improvement |
| VC3 | | - | - | - | - | - | - | - | P | P | - | - | Environmental & visual improvement |
| VC4 | | - | - | - | - | - | - | - | P | - | - | - | Environmental & visual improvement |
| VC5 | | - | - | - | - | - | - | - | - | - | - | - | Encouragement of sustainable community |
| RC1 | Retail & | P | - | - | - | - | - | - | - | - | - | - | Promotion of local retail services |
| RC2 | Commercial | - | - | - | - | - | - | - | - | - | - | - | Retention of village character |
| RC3 | | P | - | - | - | - | - | - | - | - | - | - | Satisfy local retail needs |
| RC4 | | P | - | - | - | - | - | - | - | - | - | - | Provide range of local service needs |
| RC5 | | P | - | - | - | - | - | - | - | - | - | - | Provide range of local service needs |
| RC6 | | - | - | - | - | - | - | - | - | - | - | - | Use of existing buildings |
| RC7 | | - | - | - | - | - | - | - | P | P | P | - | Retention of village character |

p = positive effects, n = negative effects, - = neutral/insignificant effects

Likely Significant Effects on the Environment of implementing the Specific Objectives of the Straffan Local Area Plan

Straffan Local Area Plan 2002

| Objective Ref. | Topic | Human Beings | Flora | Fauna | Soil | Water | Air | Noise | Land- scape & Visual | Material Assets | Cultural Heritage | Interaction of Foregoing | Comments |
|----------------|----------------|--------------|-------|-------|------|-------|-----|-------|----------------------------|-----------------|-------------------|--------------------------|---|
| TC1 | Transportation | P | - | - | - | - | - | - | - | - | - | - | Safety |
| TC2 | & | P | - | - | - | - | - | - | - | - | - | - | Safety |
| TC3 | Communication | P | - | - | - | - | - | - | - | - | - | - | Safety |
| TC4 | | P | - | - | - | - | - | - | - | - | - | - | Safety |
| TC5 | | P | - | - | - | - | - | - | - | - | - | - | Safety |
| TC6 | | P | - | - | - | - | - | - | - | - | - | - | Safety |
| TC7 | | - | - | - | - | - | - | - | - | - | - | - | Reduction in through traffic |
| TC8 | | P | - | - | - | - | - | - | - | - | - | - | Safety |
| TC9 | | P | - | - | - | - | - | - | - | - | - | - | Safety & accessibility |
| TC10 | | P | - | - | - | - | - | - | - | - | - | - | Accessibility |
| TC11 | | P | - | - | - | - | - | - | - | - | - | - | Safety |
| TC12 | | - | - | - | - | - | - | - | - | - | - | - | Car parking |
| TC13 | | P | - | - | - | - | - | - | - | - | - | - | Safety |
| TC14 | | - | - | - | - | - | - | - | - | - | - | - | Car parking |
| TC15 | | P | - | - | - | - | - | - | - | - | - | - | Accessibility |
| TC16 | | P | - | - | - | - | - | - | - | - | - | - | Accessibility |
| TC17 | | P | - | - | - | - | - | - | - | - | - | - | Promotion of local public transport network |
| TC18 | | P | - | - | - | - | - | - | - | - | - | - | Facilitation of commuter and tourist traffic |
| TC19 | | P | - | - | - | - | - | - | - | - | - | - | Provision of cycle facilities |
| TC20 | | P | - | - | - | - | - | - | - | - | - | - | Regard for guidelines |
| CS1 | Community & | P | - | - | - | - | - | - | - | - | - | - | Provision of assistance to local community groups |
| CS2 | Social | P | - | - | - | - | - | - | - | - | - | - | Provision of library facilities |
| CS3 | Development | P | - | - | - | - | - | - | - | - | - | - | Encourage of provision of crèche where need |

p = positive effects, n = negative effects, - = neutral/insignificant effects

Likely Significant Effects on the Environment of implementing the Specific Objectives of the Straffan Local Area Plan

| Objective Topic Ref. | Human Beings | Flora | Fauna | Soil | Water | Air | Noise | Land- scape & Visual | Material Assets | Cultural Heritage | Interaction of Foregoing | Comments |
|----------------------|--------------|-------|-------|------|-------|-----|-------|----------------------------|-----------------|-------------------|--------------------------|---|
| WS1 | - | - | - | - | P | - | - | - | P | - | - | Minimise wastage |
| WS2 | - | - | - | - | P | - | - | - | - | - | - | Prohibition of development |
| WS3 | - | - | - | - | - | - | - | - | - | - | - | Development needs |
| WS4 | P | - | - | - | P | - | - | - | - | - | - | Prevention of flooding |
| WS5 | - | - | - | - | - | - | - | - | - | - | - | Prohibition of development |
| WS6 | - | - | - | - | - | - | - | - | - | - | - | Mains sewerage connection |
| WS7 | - | - | - | - | - | - | - | - | - | - | - | Utilise bring banks |
| WS8 | P | - | - | - | - | - | - | - | - | - | - | Waste management |
| C1 | - | - | - | - | - | - | - | - | P | - | - | Provision of litter bins |
| C2 | - | - | - | - | - | - | - | - | P | P | - | Preservation of structures |
| C3 | - | - | - | - | - | - | - | - | - | P | - | Provision of grants and advice |
| C4 | - | - | - | - | - | - | - | - | - | P | - | Reuse and preservation of buildings |
| C5 | - | - | - | - | - | - | - | - | - | P | - | Preservation of buildings and environs |
| C6 | - | P | P | - | - | - | - | P | - | - | - | Preservation of trees |
| C7 | - | P | P | - | - | - | - | P | - | - | - | Preservation of trees |
| T1 | P | - | - | - | - | - | - | - | P | P | - | Support of tourism groups |
| T2 | P | - | - | - | - | - | - | - | P | - | - | Facilitation of Ryder Cup |
| T3 | - | - | - | - | - | - | - | - | P | P | - | Enhancement of natural and built heritage |
| EI1 | P | - | - | - | - | - | - | - | - | - | - | Promotion of pedestrians |
| EI2 | - | - | - | - | - | - | - | - | P | P | - | Removal of dereliction |
| EI3 | - | - | - | - | - | - | - | - | P | - | - | Control advertising |
| EI4 | - | - | - | - | - | - | - | - | P | - | - | Control litter |
| EI5 | - | - | - | - | - | - | - | - | - | - | - | Car parking |

p = positive effects, n = negative effects, - = neutral/insignificant effects

Appendix 1 Development Standards

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 generally in a positive manner, having regard to the provisions of the Local Government (Planning and Development) Acts, and in accordance with the proper planning and development of the county, its amenities and the Council's policies and objectives for the county. The Council, in exercising its developments of environmental sustainability, and national policy on this topic, as set out in the Government's Policy Document – "Sustainable Development – A Strategy for Ireland".

Preservation of Amenity

In dealing with applications for development, the Council will have regard to the effect of such development on items or sites of amenity, archaeological, historic or scientific importance, and their environmental settings. New uses or structures which conflict with established amenity use will not be permitted.

With regard to the preservation of buildings of historic, archaeological interest it is Council policy to prevent, and to prohibit as far as possible, the use of PVC windows and doors. It is considered by the Council that PVC is an unsuitable building material which will pose major problems with regard to its safe disposal. It is also Council policy to encourage the use of traditional materials and to encourage re-use of building and other materials where appropriate. In relation to the use of timber, it will be Council policy to encourage the use of timber from renewable resources, and to prevent, and prohibit where possible, the use of tropical hardwoods from non-renewable sources.

Applicants will be required to indicate the relationship of a development to any item or its environs which the Council considers may be affected by a proposed development.

Site Coverage & Plot Ratio

Site coverage standards are design to ensure a proper level of development on a site, avoid the adverse effects of overdevelopment, adequate space is available for circulation, car parking, etc, and to safeguard sunlight and daylight within the proposed layout of buildings.

$$\text{Site Coverage} = \frac{\text{Total Area of Site Covered By Buildings}}{\text{Total Site Area}}$$

$$\text{Plot Ratio} = \frac{\text{Gross Floor Area of Building}}{\text{Gross Site Area}}$$

| USE CLASSES | MAX. SITE COVERAGE PERMISSIBLE |
|--|--------------------------------|
| Residential | 50% |
| Industrial / Warehousing | 50% |
| Industrial / High Technology Business Park (see section 3.5.1) | 25% |
| Retail / Commercial (where permitted) | 50% |
| Agricultural | 50% |

A particular site coverage may be accepted only where it is consistent with other factors such as open space requirements, parking, height, fire safety standards, plot ratio and protection of amenities of adjoining dwellings.

Plot Ratio standards express the relationship between the gross area of a site, and the total gross floor area of a building. The purpose of plot ratio is firstly to prevent the adverse effects of overdevelopment on the layout and amenity of buildings, and secondly

to ensure a proper sense of enclosure with buildings on their sites.

| USE CLASSES | MAX. PLOT RATIO PERMISSIBLE |
|--|-----------------------------|
| Residential | 1 |
| Industrial / Warehousing | 1 |
| Industrial / High Technology Business Park (see section 3.5.1) | 0.5 |
| Retail / Commercial | 1 |

Employment Development

All employment development shall be of a high standard of design. Location, layout, access, landscaping, tree planting, architectural treatment, water supply, drainage and effluent disposal are the principle factors that will be considered by the planning authority in examining planning applications for such development. In addition, sufficient car parking space shall be provided to serve all employees and visitors as well as loading and off loading purposes.

Parking

Car parking spaces must be provided in accordance with the Table overleaf.

Any proposal for an extension to an existing small shop (i.e. less than 50 sq.m) will have two parking spaces deducted from the number needed, calculated on the gross floor area.

In implementing the car parking standards, the Council will reserve the right to alter the requirements have regard to each particular development.

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 Planning and Development Act 2000.

Car Parking Bay Dimensions

| Bay | Dimension |
|--------------------|---------------|
| Car Parking bays | 5.0m x 2.5m |
| Loading Bays | 6.0m x 3.0m |
| Circulation Aisles | 6.0m in width |

Credit will be given for existing authorized use in calculating the above standards.

In the case of development within the village there will be no defined building lines, and the existing grain of the development will be the governing factor, subject to the retention of building lines at street corners.

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 such facilities will be levied by the Council. This contribution will be in addition to the other contributions normally levied.

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

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

All footpath crossings must be properly dished and constructed to the Councils satisfaction.

Car Parking Standards

| Land Use | UNIT | PARKING SPACES PER UNIT |
|--|---|-------------------------|
| Auditorium, Theatre, Cinema, Stadium | Seat | 0.33 |
| Church | Seat | 0.33 |
| Bank/Financial Institution | 100sq.m gross floor area | 7.00 |
| Library | 100sq.m gross floor area | 3.00 |
| Offices | 100sq.m gross floor area | 5.00 |
| Offices (above ground floor) | 100sq.m gross floor area | 4.00 |
| Shops | 100sq.m gross floor area | 4.00 |
| College Vocational Schools | Students Seats | 0.50 |
| Schools | Per Classroom | 1.00 |
| Dwelling house – 3 bed or less | Dwelling | 1.00 |
| Dwelling house – 4 bed or less | Dwelling | 1.00 |
| Flat/Apartment | Unit | 1.25 |
| Hospital | Per Bed | 1.5 |
| Nursing homes | Per Bed | .5 |
| Clinics and Group Medical Practices | Per Consultant | 2.00 |
| Hotel, Motel, Motor Inn, etc. (excluding function room, etc) | Bedroom | 1.00 |
| Manufacturing | 100sq.m gross floor area | 3.00 |
| Warehousing | 100sq.m gross floor area | 1.00 |
| Ballroom Private Dance Clubs | 10sq.m dance floor and sitting down space | 3.00 |
| Restaurant | 10sq.m. dining room | 2.00 |
| Bars, Lounges, Function Rooms | 8sq. m. net public space | 3.00 |
| Take-aways | 100sq.m gross floor area | 6.00 |

Building Height Control

A building which is significantly higher than neighbouring buildings within the existing village or settlement streetscape will not normally be permitted.

All new public buildings must provide access for people with disabilities. The Council will expect developers of such buildings to comply with the standards set out in the Building Regulations.

In the case of community centres and buildings which are generally used by people with disabilities or aged people for social activities, the Council will require that at least one WC compartment in the building be designed to meet their needs. Access to such provision internally must be such as to enable its use by people with disabilities.

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 commercial and housing developments must be dishdashed at junctions. All parking areas must make provision for spaces for drivers with disabilities, and such spaces should be located in the most convenient locations for ease of use.

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) Regulation No. 86 of 1994, as may be amended from time to time. 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.

The need to retain Straffans character 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 pre-

dominate.

Shop Fronts

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

Advertising

Outdoor advertising structures in the countryside will not be permitted. Local advertising, of the finger-post type, and relating to tourist outlets which are located away from main routes, may be permitted provided that they use the standardized format for such signs, and contain only the names of establishments and no advertising matter nor brand advertising material.

In respect of shops and other business, 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 façade nor interfere with windows or other features or detailing on the building.

Further advice on various forms of advertising, canopies and roller shutters are contained in the County Development Plan.

Brand and Corporate Advertising

The use of standardized 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 tend to reinforce a local identity and community.

Where corporate advertising is permitted, it will be expected to be in a form and design which is compatible with the elements or 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.

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.

Standards for agricultural development proposed within the Plan Area are contained in the County Development Plan.